

# CHEMICAL TRANSPORT



ALL THE GOODS IN THIS LIST HAVE BEEN CHOSEN BY 38 OF THE  
LARGEST CHEMICAL MANUFACTURERS IN GREAT BRITAIN AND IRELAND.



**TELEPHONES:**

London Holborn - 2707  
(2 lines)  
Bradford - 2904  
Liverpool Bank 8580  
Manch'tr Blackfriars 7667  
Glasgow Central 3622  
Belfast - 24905  
Dublin - 44871

**EXPORTATIONS BY AIR.****ESTD. BRADFORD 1893**

at Bath Street, Bradford,  
Yorkshire, - England,

**TELEGRAMS:**

"Truckman,  
Westcent, London."

HOME CABLES—  
To "Truckman, London," Etc.

COLONIAL & FOREIGN—  
To "Slingsby" Abroad.

CODE—  
A.B.C. 7th Edition.

**TRUCKS BY WIRELESS.**

AND BRADFORD BECAME

# THE CAPITAL OF TRUCKS

WHICH IT STILL IS TO-DAY.

## CHEMICAL TRANSPORT

**INCLUDING**

Acid Manufacturers, Benzine Distillers, Druggists, Embrocation Manufacturers, Fish Meal Manufacturers, Glue Manufacturers, Isinglass Importers, Lubricant Manufacturers, Methylated Spirit Manufacturers, Naphtha Distillers, Oxygen Manufacturers, Paint Manufacturers, Rubber Solution Manufacturers, Sponge Importers, Tar Distillers, Varnish Manufacturers, Wax Bleachers, Etc.

I make Trucks, Ladders, Barrows and Castors for every line of industry. (over 1,900 varieties) and I am submitting this selection particularly adapted to move Chemical Products **EASIER—QUICKER**

**TESTIMONY****Reference Number**

|        |                        |
|--------|------------------------|
| 345    | A Government's         |
| 449    | A General Supply Co.'s |
| 2,765  | An Explosive Co.'s     |
| 23,497 | A Foreign Government's |

|       |       |     |     |
|-------|-------|-----|-----|
| 395th | order | was | for |
| 39th  | "     | "   | "   |
| 3rd   | "     | "   | "   |
| 602nd | "     | "   | "   |

**Trucks**

|     |
|-----|
| 250 |
| 226 |
| 160 |
| 500 |

ASK FOR COMPLETE TRUCK, LADDER, BARROW AND CASTOR TESTIMONY.

## 147 GOLD MEDALS, ETC. WORLD'S RECORD AWARDS FOR TRUCKS

**H. C. SLINGSBY, FIRST IN THE WORLD TO OPEN A TRUCK SHOP,**

**Chief Factories:—**

**BRADFORD**  
Preston Street, Listerhills.  
Gt. Russel Street, and Marion Street.

**NAVAN**  
(IRISH FREE STATE)  
Co. Meath.

(FRANCE)  
**BOBIGNY**  
231, Route de Bondy.

**Chief Sales Offices and Public Showrooms:—**

**LONDON, W.C.2.**  
89, 95 and 97, Kingsway,  
& 71, Gt. Queen Street.

**PARIS**  
22 and 22 bis,  
Rue de Chabrol.

**Sales Offices and Public Showrooms also at:—**

**LIVERPOOL, 1.**  
48, Paradise Street.

**MANCHESTER, 3.**  
275, Deansgate.

**GLASGOW, C.2.**  
19, Pitt Street.

**BELFAST**  
18, Waring Street.

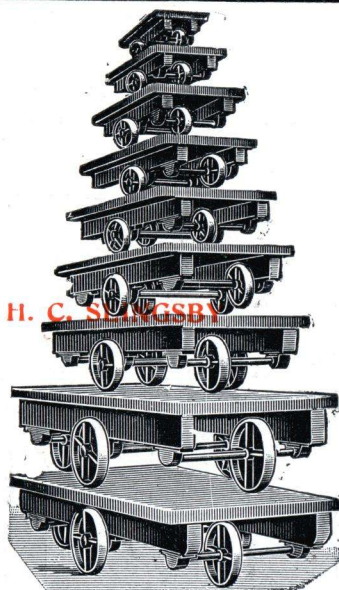
**DUBLIN C.9.**  
11, Upper Liffey Street.

**LYONS** 3, Place Edgar-Quinet. **MARSEILLES** 75, Rue Jaquetmarts-Giélée. **LILLE** 51-53, Rue du Lombard. **BRUSSELS** Calle Lima 291. **BUENOS AYRES** 41-43, Stemens Bldgs. **JOHANNESBURG**

**Depots, Stockists, Representatives, Agents and Correspondents throughout the World. World Wide Facilities. Ask for Map.**



# Slingsby-Sliding-Wheel Trucks (SLINGSBY'S PATENT).



H. C. SLINGSBY

201-10—Sliding-Wheel Trucks  
Detachable Uprights, extra.



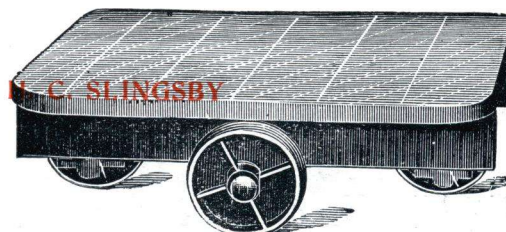
H. C. SLINGSBY

212-4—Sliding-Wheel Trucks

| No.  | Length<br>inside<br>ins. | Length<br>overall<br>ins. | Width<br>ins. | Height of<br>Uprights<br>ins. | Height<br>overall<br>ins. |
|------|--------------------------|---------------------------|---------------|-------------------------------|---------------------------|
| 201  | —                        | 40                        | 25            | —                             | 9 $\frac{1}{4}$           |
| 202  | —                        | 18                        | 12            | —                             | 6                         |
| 203  | —                        | 24                        | 16            | —                             | 7 $\frac{1}{2}$           |
| 204  | —                        | 30                        | 20            | 24                            | 8                         |
| 205  | —                        | 36                        | 24            | 30                            | 9                         |
| 206  | —                        | 42                        | 24            | 36                            | 9                         |
| 207  | —                        | 48                        | 26            | 40                            | 11                        |
| 208  | —                        | 54                        | 30            | 45                            | 12 $\frac{3}{8}$          |
| 209  | —                        | 60                        | 36            | 45                            | 15 $\frac{1}{2}$          |
| 210  | —                        | 72                        | 36            | 45                            | 15 $\frac{3}{4}$          |
| 211  | —                        | 50                        | 39            | —                             | 12 $\frac{3}{8}$          |
| 212  | 30                       | 37                        | 20            | 30                            | 40                        |
| 213  | 40                       | 47                        | 24            | 40                            | 50                        |
| 214  | 50                       | 57                        | 30            | 32                            | 46                        |
| 214A | 50                       | 57                        | 30            | 32                            | 46                        |

Extra

Only three wheels touch the ground at a time.  
End Wheels slide in addition to revolving.  
You use the load as a lever both in starting and turning.



H. C. SLINGSBY

211—Sliding-Wheel Heavy Package Truck



H. C. SLINGSBY

214A—Sliding-Wheel Truck

| Dia. of<br>Wheels<br>ins. | Dia. of<br>Ax'les<br>ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|---------------------------|---------------------------|----------------|---------------------|
| 6 $\frac{1}{2}$           | 1                         | 90             | 1000                |
| 4                         | 1                         | 34             | 500                 |
| 5 $\frac{1}{4}$           | 1                         | 50             | 600                 |
| 5 $\frac{1}{4}$           | 1                         | 60             | 700                 |
| 6 $\frac{1}{2}$           | 1                         | 80             | 800                 |
| 6 $\frac{1}{2}$           | 1                         | 84             | 900                 |
| 8                         | 1                         | 116            | 1000                |
| 9 $\frac{3}{4}$           | 1                         | 156            | 1200                |
| 12 x 2                    | 1 $\frac{1}{4}$           | 224            | 1500                |
| 12 x 2                    | 1 $\frac{1}{4}$           | 240            | 1700                |
| 9 $\frac{3}{4}$           | 1                         | 149            | 1200                |
| 6 $\frac{1}{2}$           | 1                         | 112            | 800                 |
| 6 $\frac{1}{2}$           | 1                         | 132            | 900                 |
| 9 $\frac{3}{4}$           | 1                         | 200            | 1200                |
| 9 $\frac{3}{4}$           | 1                         | 194            | 1200                |

**Construction.**—Hardwood Beams and Platform, Steel Axles, Wrought Uprights, Cast Wheels and Axle Boxes.  
**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Split wheels with detachable tyres, extra. Detachable T Pull Handle and fittings, extra.

## H. C. SLINGSBY,

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



4  
LARGEST EXHIBITOR OF TRUCKS IN THE WORLD.

# Slingsby-Sliding-Wheel Trucks (SLINGSBY'S PATENT).

When you want to use it, lift the Lever.

When you let it go it locks the two side wheels automatically and cannot run or twist any way.

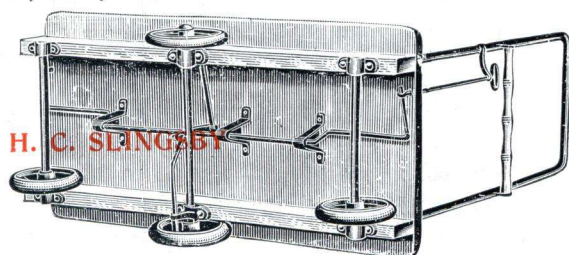
The bar is thrown right through each side wheel.

Instantaneous and positive every time

Specially recommended for Lifts, Hoists, and all purposes where there is danger of Trucks moving by gravitation or otherwise.

Locking Gear (Automatic or otherwise) can be fitted to any of my Trucks.

Requires no attention except oil.



215-6—Sliding-Wheel Trucks  
Automatic locking gear, extra.



217—Sliding-Wheel Truck



Sliding Wheel → Registered Design.



220—Sliding-Wheel Truck

218-8A—Sliding-Wheel Trucks

218A has Hyatt Roller Bearings to centre wheels.

| No.  | Length<br>inside<br>ins. | Length<br>overall<br>ins. | Width<br>ins. | Height of<br>Uprights<br>ins. | Height<br>overall<br>ins. | Dia. of<br>Wheels<br>ins. | Dia. of<br>Axles<br>ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|------|--------------------------|---------------------------|---------------|-------------------------------|---------------------------|---------------------------|--------------------------|----------------|---------------------|
| 215  | 54                       | 61                        | 30            | 50                            | 62                        | 9 3/4                     | 1                        | 216            | 1000                |
| 216  | 60                       | 67                        | 30            | 50                            | 66                        | 12                        | 1 1/4                    | 252            | 1500                |
| 217  | 50                       | 59                        | 36            | 21                            | 35                        | 9 3/4                     | 1 1/4                    | 251            | 1700                |
| 218  | 60                       | 69                        | 36            | 24                            | 40                        | 12                        | 1 1/4                    | 352            | 1700                |
| 218A | 82                       | 91                        | 40            | 25                            | 43                        | 16 x 2                    | 1 1/4                    | 504            | 1700                |
| 220  | 72                       | 81                        | 36            | 24                            | 40                        | 12                        | 1 1/4                    | 330            | 1700                |

Construction.—Hardwood Beams and Platform, Steel Axles, Wrought Uprights, Cast Wheels and Axle Boxes. 217, 218 and 218A have Wrought Strips on Platform.

Finish.—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Split wheels with detachable tyres, extra.

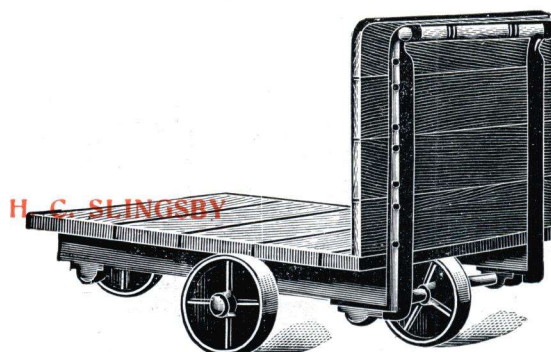
**H. C. SLINGSBY,**  
FIRST INTERNATIONAL TRUCK BUILDER,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.



# Slingsby-Sliding-Wheel Trucks (SLINGSBY'S PATENT).



**222—Sliding-Wheel Truck**  
Detachable T Pull Handle to fit both ends.



**227-8—Sliding-Wheel Trucks**



**229-30—Sliding-Wheel Trucks**  
Leather covered Felt buffers to top corners, extra.



**231—Sliding-Wheel Lathed Truck**

| No. | Length<br>inside<br>ins. | Length<br>overall<br>ins. | Width<br>ins. | Height of<br>Uprights<br>ins. | Height<br>overall<br>ins. | Dia. of<br>Wheels<br>ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|-----|--------------------------|---------------------------|---------------|-------------------------------|---------------------------|---------------------------|----------------|---------------------|
| 222 | 48                       | 51                        | 26            | —                             | 11                        | 8                         | 137            | 1000                |
| 227 | 45                       | 48                        | 30            | 27                            | 38                        | 8                         | 140            | 1000                |
| 228 | 50                       | 53                        | 22            | 25                            | 38                        | 9½                        | 184            | 1200                |
| 229 | 36                       | 43                        | 26            | 28                            | 38                        | 6½                        | 168            | 700                 |
| 230 | 48                       | 55                        | 24            | 27                            | 38                        | 8                         | 184            | 1000                |
| 231 | 40                       | 47                        | 25            | 28                            | 38                        | 6½                        | 136            | 700                 |

**Construction.**—Hardwood Beams and Body, 1in. diameter Steel Axles, Wrought Angle iron up Ends, Cast Wheels and Axle Boxes.  
**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Spitt wheels with detachable tyres, extra.

**H. C. SLINGSBY,**

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

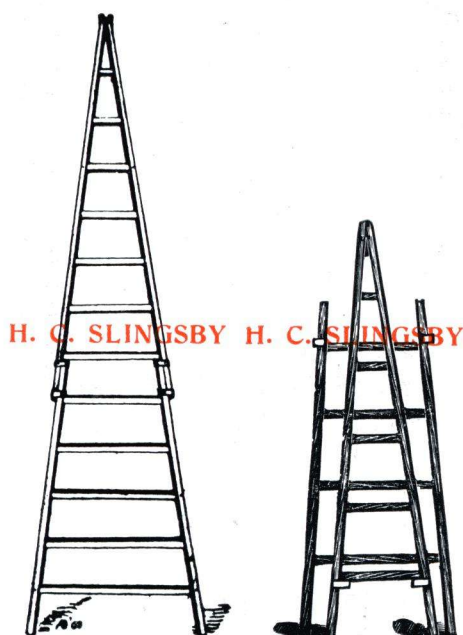
GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



ALWAYS ROLLING ALONG AND GOING UP A STEP— **SLINGSWAY, Regd.**

## Slingsby Ladders



H. C. SLINGSBY H. C. SLINGSBY

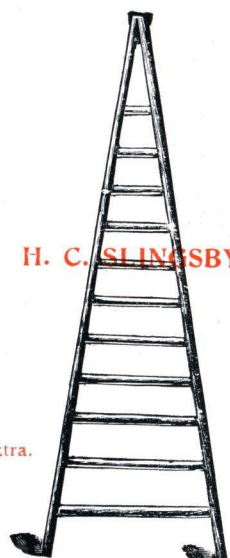
1893-3H—Socketed Taper Ladders

| No.   | Height<br>when<br>connected<br>feet |
|-------|-------------------------------------|
| 1893  | 10                                  |
| 1893A | 11                                  |
| 1893B | 12                                  |
| 1893C | 13                                  |
| 1893D | 14                                  |
| 1893E | 15                                  |
| 1893F | 16                                  |
| 1893G | 17                                  |
| 1893H | 18                                  |

**Construction.**—Selected Timber, Hardwood rungs, Wrought Iron Sockets.

**Finish.**—Varnished.

Made in three sections, extra.



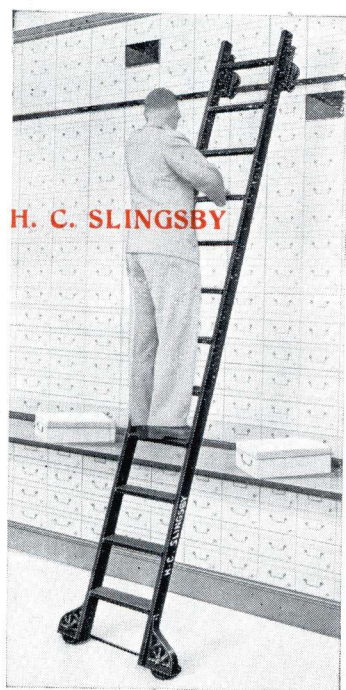
H. C. SLINGSBY

1894-4L—Single Section Taper Ladders

| No.   | Height<br>feet |
|-------|----------------|
| 1894  | 6              |
| 1894A | 7              |
| 1894B | 8              |
| 1894C | 9              |
| 1894D | 10             |
| 1894E | 11             |
| 1894F | 12             |
| 1894G | 13             |
| 1894H | 14             |
| 1894I | 15             |
| 1894J | 16             |
| 1894K | 17             |
| 1894L | 18             |

**Construction.**—Selected Timber, Hardwood rungs.

**Finish.**—Varnished.



H. C. SLINGSBY

1899A-G—Travelling Ladders

1899A-G—Travelling Ladders rolling on side track as illustrated. Brackets usually fitted every 4ft.

If exact length of Ladder is uncertain, bottom fitting can be sent loose, thus enabling Ladder to be cut to suit.

| No.   | Height<br>feet |
|-------|----------------|
| 1899A | 8              |
| 1899B | 9              |
| 1899C | 10             |
| 1899D | 11             |
| 1899E | 12             |
| 1899F | 13             |
| 1899G | 14             |

**Construction.**—Hardwood, Flat treads, fitted with Runners and Hangers at top. Rubber tyred Wheels at bottom.

**Finish.**—Varnished.

Wood Track and Brackets to support Track, per foot extra.

## H. C. SLINGSBY,

FIRST IN THE WORLD TO OPEN A TRUCK SHOP,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.



ONLY THE BUYERS SATISFACTION WARRANTS CONTINUOUS EXHIBITS.

## Slingsby Ladders

BUILT ON ANY  
MAKE OF CHASSIS.

H. C. SLINGSBY

1890-0M—Builders' Telescopic  
Tower Ladders



1890B—in four sections mounted on Motor Chassis

| No.   | Height<br>Closed<br>2 sections<br>ft. ins. | Height<br>Closed<br>3 sections<br>ft. ins. | Height<br>Closed<br>4 sections<br>ft. ins. | Height<br>Extended<br>to Platform<br>feet |
|-------|--|--|--|---|
| 1890  | 10 0                                       | 8 0  | 6 0  | 16  |
| 1890A | 11 0                                       | 8 6  | 6 6  | 18  |
| 1890B | 12 0                                       | 9 0  | 7 0  | 20  |
| 1890C | 12 6                                       | 10 0                                       | 7 6  | 21  |
| 1890D | 13 0                                       | 10 6                                       | 8 0  | 22  |
| 1890F | 15 0                                       | 11 0                                       | 9 0  | 24  |
| 1890G | 16 0                                       | 11 6                                       | 10 0                                       | 26  |
| 1890H | 17 0                                       | 12 0                                       | 11 0                                       | 28  |
| 1890I | 18 0                                       | 13 0                                       | 11 6                                       | 30  |
| 1890J | 19 0                                       | 13 6                                       | 12 0                                       | 32  |
| 1890K | 20 0                                       | 14 0                                       | 12 6                                       | 34  |
| 1890L | 21 0                                       | 15 0                                       | 13 0                                       | 36  |
| 1890M | 22 0                                       | 15 6                                       | 13 6                                       | 38  |

Construction.—Well Seasoned Timber.  
Finish.—Varnished.  
Rubber tyres, extra.

Hardwood Rungs and Undercarriage.

**H. C. SLINGSBY,**

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



6  
SATISFIED CUSTOMERS MAINTAIN CONTINUOUS EXHIBITS THROUGHOUT THE WORLD.

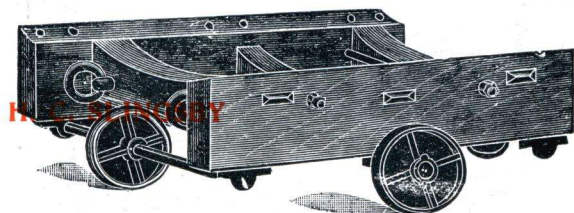
## Slingsby-Sliding-Wheel Trucks (SLINGSBY'S PATENT).



233-4—Sliding-Wheel Trucks  
234 has single end only.



235-5A—Sliding-Wheel Trucks



244-5—Sliding-Wheel Barrel Trucks



269-70—Sliding-Wheel Tip-Up Tray Trucks  
For draining bottles, etc.

No projections and Trays are inside, up or down.

Every tray is easy of access. No wrong end or side. Trays go up both ways, and need not be put down to be run away for reloading.

| No.  | Length<br>ins. | Width<br>ins. | Height<br>overall<br>ins. | Clearance<br>Space<br>ins. | Number of<br>Trays | Dia. of<br>Wheels<br>ins. | Weight<br>lbs. | To<br>carry |
|------|----------------|---------------|---------------------------|----------------------------|--------------------|---------------------------|----------------|-------------|
| 233  | 45             | 24            | 38                        | —                          | —                  | 6½                        | 112            | 900 lbs.    |
| 234  | 39             | 24            | 38                        | —                          | —                  | 6½                        | 100            | 800 „       |
| 235  | 51             | 28            | 38                        | —                          | —                  | 8                         | 166            | 1000 „      |
| 235A | 22             | 24            | 50                        | —                          | —                  | 8                         | 175            | 1000 „      |
| 244  | 35             | 25½           | 12                        | —                          | —                  | 8                         | 96             | 1400 „      |
| 245  | 30             | 22½           | 10                        | —                          | —                  | 5¼                        | 64             | 700 „       |
| 269  | 55             | 31            | 73                        | 9½                         | 5                  | 6½                        | 272            | 600 pints   |
| 270  | 51             | 34            | 66                        | 7½                         | 5                  | 6½                        | 268            | 720 ½-pints |

Construction.—Hardwood, Deal and Wrought Iron, 1in. Steel Axles, Cast Wheels and Axle Boxes.  
Finish.—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Split wheels with detachable tyres, extra.

**H. C. SLINGSBY,**  
FIRST IN THE WORLD TO EXPORT TRUCKS BY AIR,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.



ONLY THE BUYERS SATISFACTION WARRANTS CONTINUOUS EXHIBITS.

# Slingsby-Sliding-Wheel Trucks

Every Tray is easy of access

Useful for any goods not to be crushed.

No projections and Trays are inside up or down.



271-3—Patent Tip-Up Tray Trucks

No wrong end or side. Trays go up both ways, and need not be put down to be run away for reloading.



277—Tray Truck

Fully Boarded or Lathwork Trays, extra.

Holds Trays 27x24ins.

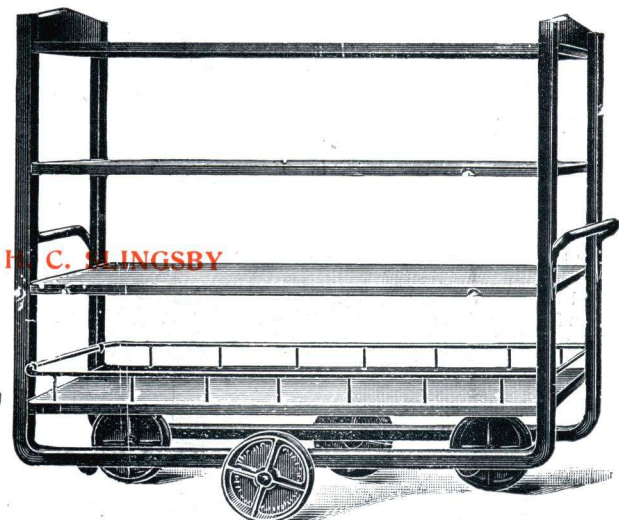
Any size quoted for.

Holds Trays 27x24ins.



278-9—Tray Trucks

Fully Boarded or Lathwork Trays, extra.



282A—Sliding-Wheel Metal Truck

Galvanized body. 4in. Surround on Bottom Shelf.

| No.  | Length<br>ins. | Width<br>ins. | Height<br>ins. | Clearance<br>Space<br>ins. | Dia. of<br>Wheels<br>ins. | Number of<br>Trays | Weight<br>lbs. | Weight<br>lbs. |
|------|----------------|---------------|----------------|----------------------------|---------------------------|--------------------|----------------|----------------|
| 271  | 33             | 17            | 69             | 10                         | 4                         | 6                  | —              | 224            |
| 272  | 57             | 29            | 72             | 5                          | 6½                        | 24                 | 296            | —              |
| 273  | —              | —             | —              | —                          | —                         | —                  | —              | —              |
| 277  | 36             | 26            | 72             | 5                          | 6½                        | 12                 | 170            | —              |
| 278  | 57             | 29            | 62             | 9½                         | 8                         | 10                 | 268            | —              |
| 279  | 57             | 29            | 62             | 7                          | 8                         | 14                 | 272            | —              |
| 282A | —              | —             | —              | —                          | —                         | —                  | —              | —              |

**Construction.**—Hardwood and Wrought Iron, Steel Axles, Cast Wheels, Axle Boxes and Brackets. **Trays** fully boarded or Lathwork **Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Split wheels with detachable tyres, extra.

## H. C. SLINGSBY,

LONDON  
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BOBIGNY

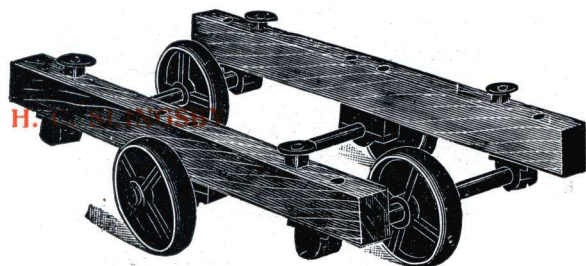
GLASGOW  
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MARSEILLES

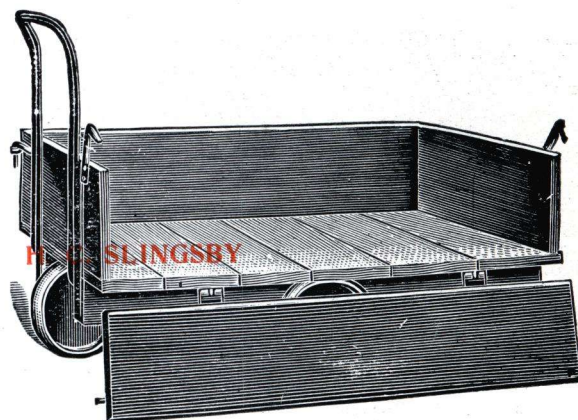


8  
ALWAYS ROLLING ALONG AND GOING UP A STEP— **SLINGSWAY, Regd.**  
**Slingsby-Sliding-Wheel Trucks** (SLINGSBY'S PATENT).

It runs both ways, spins like a top and has a sliding wheel at each end.



**290D-4C—Sliding-Wheels fixed to Beams**  
For re-wheeling present trucks on this system.



**303-4—Sliding-Wheel Hinged Sides Trucks**



Lathed  
Bottom for  
draining, if  
required.

**305—Sliding-Wheel Box Truck**  
Lid, Padlock and 2 Keys, extra.



**305D—Sliding-Wheel Craning Truck**  
Craning Chains, extra.

| No.  | Length<br>inside<br>ins. | Length<br>overall<br>ins. | Width<br>inside<br>ins. | Width<br>overall<br>ins. | Height of<br>Uprights<br>ins. | Height<br>overall<br>ins. | Dia. of<br>Wheels<br>ins. | Dia. of<br>Axles<br>ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|------|--------------------------|---------------------------|-------------------------|--------------------------|-------------------------------|---------------------------|---------------------------|--------------------------|----------------|---------------------|
| 290D | Suitable for Truck       | 24                        | —                       | 16                       | —                             | —                         | 4                         | 1                        | —              | 600                 |
| 291  | " " "                    | 30                        | —                       | 20                       | —                             | —                         | 6 $\frac{1}{2}$           | 1                        | 56             | 700                 |
| 292  | " " "                    | 36                        | —                       | 24                       | —                             | —                         | 6 $\frac{1}{2}$           | 1                        | 60             | 800                 |
| 293  | " " "                    | 42                        | —                       | 24                       | —                             | —                         | 6 $\frac{1}{2}$           | 1                        | 66             | 800                 |
| 294  | " " "                    | 48                        | —                       | 26                       | —                             | —                         | 8                         | 1                        | 84             | 900                 |
| 294A | " " "                    | 54                        | —                       | 30                       | —                             | —                         | 9 $\frac{3}{4}$           | 1                        | 106            | 1200                |
| 294B | " " "                    | 60                        | —                       | 36                       | —                             | —                         | 12                        | 1 $\frac{1}{4}$          | 140            | 1500                |
| 294C | " " "                    | 72                        | —                       | 36                       | —                             | —                         | 12                        | 1 $\frac{1}{4}$          | 152            | 1700                |
| 303  | 45                       | 51                        | 25                      | 29                       | 12                            | 37                        | 8                         | 1                        | 192            | 900                 |
| 304  | 50                       | 56                        | 30                      | 34                       | 12                            | 38                        | 9 $\frac{3}{4}$           | 1                        | 238            | 1000                |
| 305  | 36                       | 38                        | 24                      | 26                       | 22                            | 30                        | 6 $\frac{1}{2}$           | 1                        | 150            | 600                 |
| 305D | 36                       | 39                        | 24                      | 26                       | 22                            | 34                        | 6 $\frac{1}{2}$           | 1                        | 184            | 600                 |

**Construction.**—Hardwood Beams and Body, Steel Axles, Cast Wheels and Axle Boxes.  
**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings and split wheels with detachable tyres, extra.

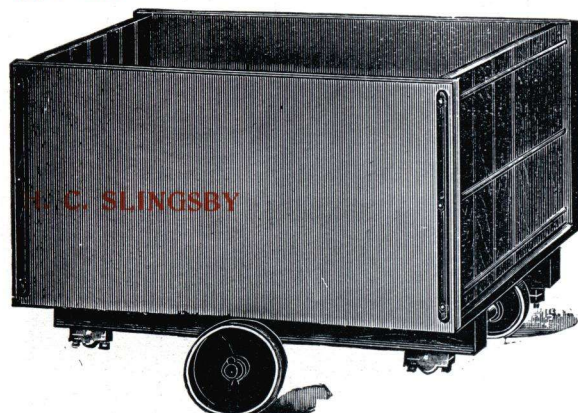
**H. C. SLINGSBY,**  
THE LARGEST TRUCK ESTABLISHMENT IN THE WORLD.  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.



SLINGSBY (Regd. Trade Mark)—MANUFACTURES AND EXPORTS TO 110 COUNTRIES.

## Slingsby-Sliding-Wheel Trucks (SLINGSBY'S PATENT).

306C can be fitted with combined let-off plug and overflow pipe, extra.



**306A-C—Watertight Tank Trucks**

For Bottle Washing, etc.  
Brass seat, plug and chain, extra.

Craning Hooks  
as illustrated,  
extra.



**309—Baggage Truck**

Detachable side, extra.

| No.  | Length<br>inside<br>ins. | Length<br>overall<br>ins. | Width<br>inside<br>ins. | Width<br>overall<br>ins. | Height<br>inside<br>ins. |
|------|--------------------------|---------------------------|-------------------------|--------------------------|--------------------------|
| 306A | 30                       | 35                        | 20                      | 23                       | 20                       |
| 306B | 36                       | 41                        | 24                      | 27                       | 22                       |
| 306C | 52                       | 60                        | 35                      | 42                       | 22                       |
| 307  | 36                       | 40                        | 24                      | 28                       | 24                       |
| 307A | 30                       | 34                        | 18                      | 22                       | 18                       |
| 309  | 50                       | 58½                       | 30                      | 33½                      | 36                       |
| 315  | 36                       | 37                        | 26                      | 27                       | 24                       |
| 315A | 30                       | 31                        | 20                      | 21                       | 20                       |

**Construction.**—Hardwood and Wrought Iron, Steel Axles, Cast Wheels and Axle Boxes.

**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Split wheels with detachable tyres, extra.



**307-7A—Sliding-Wheel Basket Trucks**

For Parcels, etc. Lid, extra.



**315-5A—Sliding-Wheel Steel Trucks**

For liquids, etc. Galvanized tank detachable,  
Detachable Lid, extra.

| Height<br>overall<br>ins. | Dia. of<br>Wheels<br>ins. | Weight<br>lbs. | To<br>carry |
|---------------------------|---------------------------|----------------|-------------|
| 28                        | 5¼                        | 154            | 1000 lbs.   |
| 30                        | 6½                        | 234            | 1000 "      |
| 40                        | 12                        | —              | 2000 "      |
| 32                        | 6½                        | 91             | 400 "       |
| 25                        | 5¼                        | 70             | 200 "       |
| 48½                       | 6½                        | 240            | 1000 "      |
| 32                        | 6½                        | 140            | 80 galls.   |
| 27                        | 5¼                        | 120            | 42 "        |

## H. C. SLINGSBY,

LONDON  
DUBLIN  
LILLE

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NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



LARGEST EXHIBITOR OF TRUCKS IN THE WORLD.

# Slingsby-Sliding-Wheel Trucks (SLINGSBY'S PATENT).

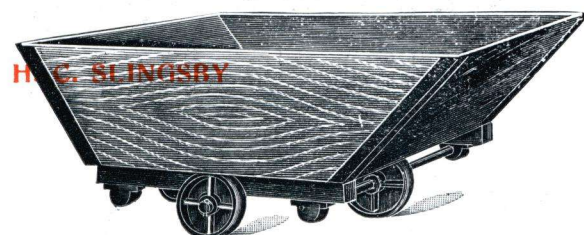
It runs both ways and spins like a top in addition to tipping both sides.



**318—Steel Tipping Truck**  
Strongly riveted and bolted.



**320-0A—Sliding-Wheel Light Tip-Up Trucks**



**331-2—Sliding-Wheel Box Trucks**  
332 has sheet Steel body instead of wood.



**358—Sliding-Wheel Office Truck**  
 $\frac{1}{2}$ -in. solid Rubber band round platform, extra.

| No.  | Length<br>inside<br>ins. | Length<br>overall<br>ins. | Width<br>inside<br>ins.       | Width<br>overall<br>ins. | Width at<br>Bottom<br>ins. | Height<br>inside<br>ins. | Height<br>overall<br>ins. | Clearance<br>Space<br>ins. | Dia. of<br>Wheels<br>ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|------|--------------------------|---------------------------|-------------------------------|--------------------------|----------------------------|--------------------------|---------------------------|----------------------------|---------------------------|----------------|---------------------|
| 318  | 35                       | 40                        | 36                            | 40                       | —                          | 20                       | 40                        | —                          | 12                        | 338            | —                   |
| 320  | 30                       | 40                        | 23 at top                     | 26                       | 17                         | 24                       | 34                        | —                          | 6 $\frac{1}{2}$           | 131            | 250                 |
| 320A | 48                       | 58                        | 27 "                          | 30                       | 21                         | 19                       | 31                        | —                          | 6 $\frac{1}{2}$           | 160            | 500                 |
| 331  | 20 (bottom)              | 36 (top)                  | 20                            | 22 $\frac{1}{2}$         | —                          | 20                       | —                         | —                          | 5 $\frac{1}{2}$           | 98             | —                   |
| 332  | As 331 but made of       |                           | $\frac{1}{4}$ in. sheet steel |                          | —                          | —                        | —                         | —                          | 5 $\frac{1}{2}$           | 160            | —                   |
| 358  | 38                       | 40                        | 14                            | 14 $\frac{1}{2}$         | —                          | 10                       | 56                        | 17                         | 6 $\frac{1}{2}$           | 132            | 600                 |

Construction.—Hardwood and Wrought Iron, 1in. diameter Steel Axles, Cast Wheels, Axle Boxes and Brackets.  
Finish.—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings and split wheels with detachable tyres, extra.

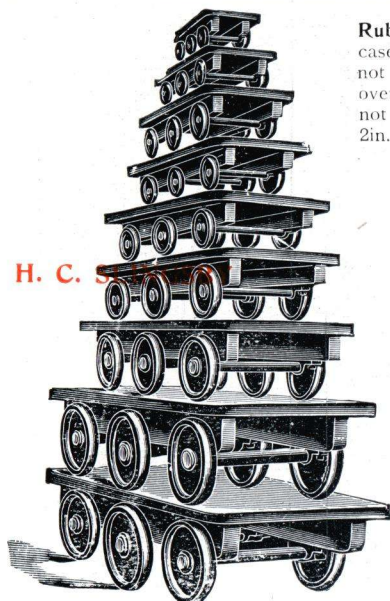
## H. C. SLINGSBY,

FIRST IN THE WORLD TO OPEN A TRUCK SHOP,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.



OVER 1338 EXHIBITS IN EUROPE, ASIA, AFRICA, AUSTRALASIA AND AMERICA.

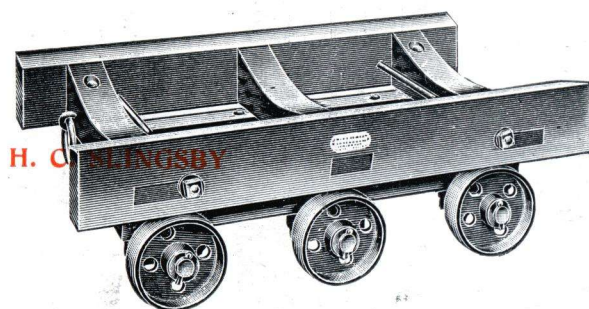
## Slingsby Platform Trucks



H. C. SLINGSBY

### 362-70—Heavy-Weight Six-Wheeled Trucks

Spins on the two centre wheels.



H. C. SLINGSBY

### 378—Six-Wheeled Barrel Truck

Two rings for attaching rope.

| No. | Length<br>overall<br>ins. | Width<br>overall<br>ins. | Height<br>overall<br>ins. |
|-----|---------------------------|--------------------------|---------------------------|
| 362 | 18                        | 12                       | 6                         |
| 363 | 24                        | 16                       | 7½                        |
| 364 | 30                        | 20                       | 8                         |
| 365 | 36                        | 24                       | 9                         |
| 366 | 42                        | 24                       | 9                         |
| 367 | 48                        | 26                       | 11                        |
| 368 | 54                        | 30                       | 12¾                       |
| 369 | 60                        | 36                       | 15½                       |
| 370 | 72                        | 36                       | 15½                       |
| 378 | 32                        | 19½                      | 9½                        |
| 381 | 60                        | 29                       | 32                        |
| 382 | 48                        | 25                       | 33                        |
| 388 | 48                        | 24                       | —                         |
| 389 | 51                        | 27                       | —                         |

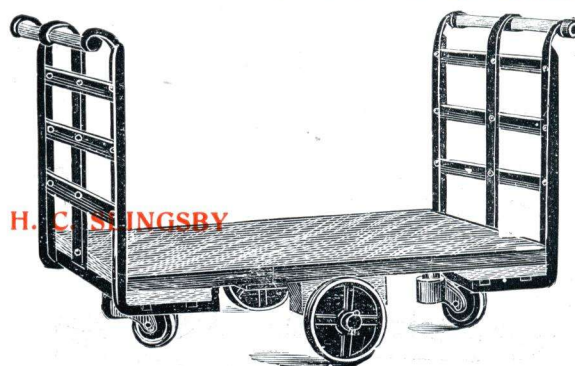
Rubber Tyres, although in some cases almost a necessity are not recommended for weights over 2000lbs. and then wheels not less than 12in. diameter x 2in. face should be used.



H. C. SLINGSBY

### 381-2—Six-Wheeled Tip Trucks

Galvanized Steel Body. Revolves and tips all round.



H. C. SLINGSBY

### 388-9—Dry Goods Trucks

Two fixed and two swivel wheels.

| Dia. of<br>Wheels<br>ins. | Dia. of<br>Axles<br>ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|---------------------------|--------------------------|----------------|---------------------|
| 4                         | 1                        | 44             | 1000                |
| 5¼                        | 1                        | 60             | 1250                |
| 5¼                        | 1                        | 72             | 1500                |
| 6½                        | 1                        | 96             | 2000                |
| 6½                        | 1                        | 100            | 3000                |
| 8                         | 1                        | 136            | 4000                |
| 9¾                        | 1                        | 190            | 5000                |
| 12                        | 1½                       | 280            | 7500                |
| 12                        | 1½                       | 294            | 10000               |
| 5½ x 2                    | 1                        | 88             | —                   |
| 12                        | 1                        | 312            | 1500                |
| 9¾                        | 1                        | 240            | 1000                |
| 8 & 5¼                    | 1                        | 140            | 672                 |
| 8 & 5¼                    | 1                        | 150            | 672                 |

**Construction.**—Hardwood and Wrought Iron, Steel Axles, Cast Wheels and Axle Boxes.  
**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Spilt wheels with detachable tyres, extra.

## H. C. SLINGSBY,

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PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



SATISFIED CUSTOMERS MAINTAIN CONTINUOUS EXHIBITS THROUGHOUT THE WORLD.

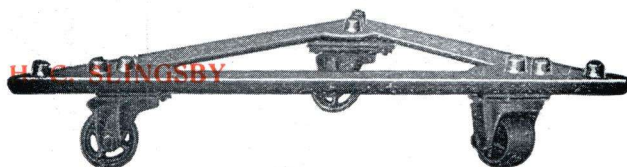
## Slingsby Platform Trucks

Loads such as cases, barrels, tubs, cans, etc., are easily canted on to the Truck and are ready for wheeling to any position whilst remaining in an upright position.

The outer studs take large size Cans and the inner studs will take the smaller sizes.

Roll about like a ball.

Very light. Will hang on a hook on the wall when not in use.



**398T-9—Metal Triangular Trucks**  
Three double Ball-Bearing Castors

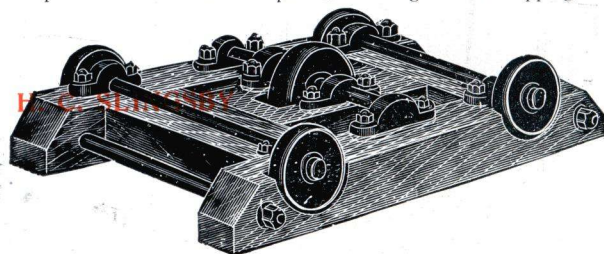


**424-7—Three-Wheeled Trucks**  
Two fixed and one swivel wheel.



**437K-N—Galvanized Cistern Trucks**  
For conveying Liquid.  
Galvanized detachable lid of 18 gauge, extra.

Sharp Cone Bolt Heads to prevent Packages from slipping.



**438—Five-Wheeled Case Truck**  
Reversed showing wheeling.

| No.  | Length<br>inside<br>ins. | Length<br>overall<br>ins. | Width<br>inside<br>ins. | Width<br>overall<br>ins. | Height<br>inside<br>ins. | Height<br>overall<br>ins. | Dia. of<br>Wheels<br>ins. | Gauge | Dia. of<br>Axles<br>ins. | Weight<br>lbs. | To<br>carry |
|------|--------------------------|---------------------------|-------------------------|--------------------------|--------------------------|---------------------------|---------------------------|-------|--------------------------|----------------|-------------|
| 398T | —                        | 24                        | —                       | 24                       | —                        | 5½                        | 3½                        | —     | —                        | 30             | 600 lbs.    |
| 399  | —                        | 21                        | —                       | 21                       | —                        | 3¾                        | 2                         | —     | —                        | 16             | 375 "       |
| 424  | 22                       | 24                        | 18                      | 18                       | 24                       | —                         | 5½                        | —     | 1                        | 74             | —           |
| 425  | 34                       | 36                        | 24                      | 24                       | 24                       | —                         | 6½                        | —     | 1                        | 96             | —           |
| 426  | 40                       | 42                        | 27                      | 27                       | 24                       | —                         | 8                         | —     | 1                        | 112            | —           |
| 427  | 46                       | 48                        | 30                      | 30                       | 24                       | —                         | 9¾                        | —     | 1                        | 147            | —           |
| 437K | 25                       | —                         | 18                      | —                        | 18                       | —                         | 12 & 6½                   | 16    | —                        | 112            | 30 galls.   |
| 437L | 27                       | —                         | 20                      | —                        | 20                       | —                         | 12 & 6½                   | 16    | —                        | 128            | 40 "        |
| 437M | 29                       | —                         | 22                      | —                        | 22                       | —                         | 12 & 6½                   | 16    | —                        | 140            | 50 "        |
| 437N | 42                       | —                         | 22                      | —                        | 15                       | —                         | 12 & 6½                   | 16    | —                        | 140            | 50 "        |
| 438  | —                        | 18                        | 12                      | 13¾                      | —                        | 5                         | 3½ & 4                    | —     | ¾                        | 34             | 15 cwt.     |

**Construction.**—Hardwood and Wrought Iron, Steel Axles, Cast Wheels and Axle Boxes.  
**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Spilt wheels with detachable tyres, extra.

## H. C. SLINGSBY,

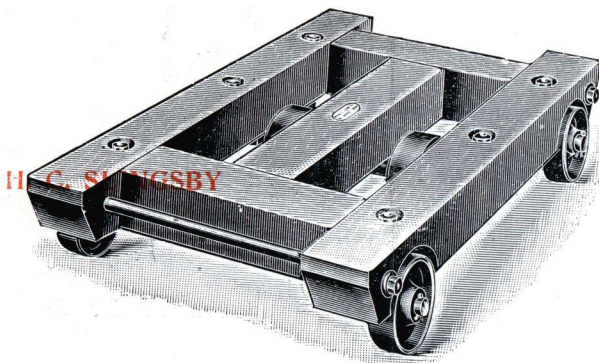
FIRST INTERNATIONAL TRUCK BUILDER,

89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.



ONLY THE BUYERS SATISFACTION WARRANTS CONTINUOUS EXHIBITS.

## Slingsby Platform Trucks



**440-0A—Six-Wheeled Case Trucks**  
Balanced on two centre wheels.



**443—Turntable Cask Truck**



**448—Four Fixed Wheeled Truck**  
Spins on the centre wheels.



**453-7—Four-Wheeled Turntable Trucks**

| No.  | Length of Platform ins. | Width ins.       | Height inside ins. | Height overall ins. | Dia. of Wheels ins. | Dia. of Axle ins. | Weight lbs. | To carry lbs. |
|------|-------------------------|------------------|--------------------|---------------------|---------------------|-------------------|-------------|---------------|
| 440  | 36                      | 20 $\frac{1}{4}$ | —                  | 7                   | 5 & 5 $\frac{1}{2}$ | 1                 | 96          | 4480          |
| 440A | 22                      | 17 $\frac{3}{4}$ | —                  | 5                   | 3 $\frac{1}{4}$ & 4 | $\frac{3}{4}$     | 46          | 2240          |
| 443  | 48                      | 29 $\frac{1}{2}$ | —                  | —                   | 12 & 8              | 1                 | 164         | 560           |
| 448  | 45                      | 28               | 24                 | —                   | 8 & 6 $\frac{1}{2}$ | 1                 | 142         | 784           |
| 453  | 24                      | 18               | —                  | 11 $\frac{1}{2}$    | 5 $\frac{1}{4}$     | 1                 | 84          | 500           |
| 454  | 36                      | 24               | —                  | 13 $\frac{1}{2}$    | 6 $\frac{1}{2}$     | 1                 | 112         | 600           |
| 455  | 48                      | 30               | —                  | 15                  | 8                   | 1                 | 144         | 800           |
| 456  | 60                      | 36               | —                  | 19 $\frac{1}{2}$    | 12                  | 1 $\frac{1}{4}$   | 252         | 2000          |
| 457  | 72                      | 40               | —                  | 19 $\frac{1}{2}$    | 12                  | 1 $\frac{1}{2}$   | 284         | 2000          |

**Construction.**—Hardwood and Wrought Iron, Steel Axles, Cast Wheels and Axle Boxes. Quoted for in any size or kind of Timber and Bolts countersunk and covered.

**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Split wheels with detachable tyres, extra.

### H C. SLINGSBY,

LONDON  
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LILLE

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BRUSSELS

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PARIS  
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MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
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BELFAST  
MARSEILLES



## Slingsby Platform Trucks



**458-63—Four-Wheeled Turntable Trucks**

Platform rests on Solid Iron Cross Sills with Heavy Wood Bolsters, and securely bolted through Platform, Iron Sills and Wood Bolsters, Four Rods extend through Platform edgeways holding it firmly together.



**467—Four-Wheeled Light Turntable Truck**  
Push Bar at back.



**470—Four-Wheeled Turntable Truck**



**477-7A—Platform Trucks**

| No.  | Length of Platform<br>ins. | Width<br>ins. | Height of Platform<br>ins. | Dia. of Wheels<br>ins. | Dia. of Axles<br>ins. | Weight<br>lbs. | To carry<br>lbs. |
|------|----------------------------|---------------|----------------------------|------------------------|-----------------------|----------------|------------------|
| 458  | 35                         | 24            | 11                         | 6½                     | 1                     | 112            | 600              |
| 459  | 38                         | 26            | 12¾                        | 8                      | 1                     | 140            | 800              |
| 460  | 40                         | 28            | 12¾                        | 8                      | 1                     | 146            | 800              |
| 461  | 42                         | 30            | 14½                        | 9¾                     | 1                     | 168            | 1000             |
| 462  | 44                         | 32            | 14½                        | 9¾                     | 1                     | 174            | 1000             |
| 463  | 46                         | 34            | 14½                        | 9¾                     | 1                     | 200            | 1000             |
| 467  | 46                         | 31            | 29                         | 24 & 20                | 1                     | 268            | —                |
| 470  | 72                         | 35            | 21                         | 16 x 3                 | 2 (square)            | 667            | 9000             |
| 477  | 48                         | 24            | 16                         | 12 & 6½                | —                     | 138            | —                |
| 477A | 60                         | 35            | 19½                        | 17½ & 8                | —                     | 200            | —                |

**Construction.**—Hardwood and Wrought Iron, Steel Axles, Cast Wheels, Axle Boxes and Brackets.

**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

### H. C. SLINGSBY,

FIRST IN THE WORLD TO EXPORT TRUCKS BY AIR,  
85, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.



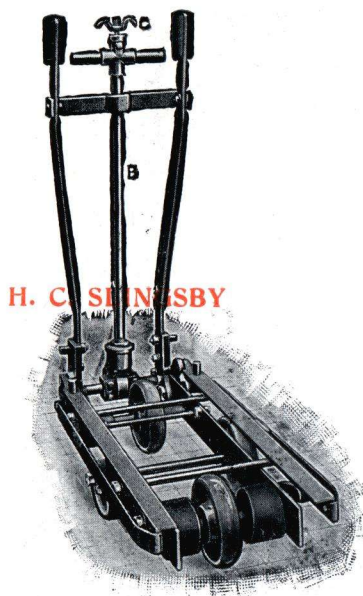
**Slingsby Jacktrucks**

(Patent No. 1460).

**Built on my Sliding-Wheel system for easy turning.**

Turns in its own diagonal length.

Specially adapted for running in and out of Hoists.

**H. C. SLINGSBY**

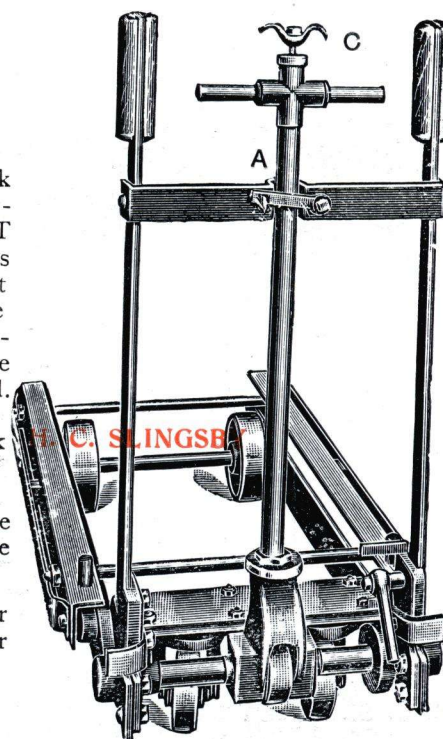
Operator simply runs the Jacktruck under the loaded platform,\* lifts platform with load by means of the T Handle (B), and wheels it to its destination, where he has not to wait till it is discharged, but (lowers the platform by the same downward movement of T Handle) withdraws the Jacktruck and goes for another load.

(C) Pull this small handle to lock platform when raised.

Jacktrucks can be propelled by the upright Handles or pulled by the T Handle.

T handle rests between uprights or is free for use, with platform either lifted or lowered.

\*Platforms illustrated on pages 54 and 55.

**529-34—Swivel Castor Jacktrucks**

For use where extreme long or short platforms are required for same Trucks.

**516-20—Sliding-Wheel Jacktrucks**

| No.  | Length from Stoppers ins. | Length overall ins. | Width overall ins. | Height Lowered ins. | Lift ins. | Dia. of Wheels ins. | Dia. of Swivel Castors | Truck will carry Wooden Platform |            | Weight lbs. | To carry lbs. |
|------|---------------------------|---------------------|--------------------|---------------------|-----------|---------------------|------------------------|----------------------------------|------------|-------------|---------------|
|      |                           |                     |                    |                     |           |                     |                        | Length ins.                      | Width ins. |             |               |
| 516  | 24                        | 32                  | 17                 | 5½                  | 1¾        | 5                   | —                      | 24                               | x 27       | 126         | 3             |
| 517  | 24                        | 32                  | 15                 | 7½                  | 1¾        | 7                   | —                      | 24                               | x 25       | 125         | 3             |
| 518  | 32                        | 40½                 | 15                 | 7½                  | 1¾        | 7                   | —                      | 32                               | x 25       | 144         | 6             |
| 518A | 32                        | 40½                 | 17                 | 5½                  | 1¾        | 5                   | —                      | 32                               | x 27       | 133         | 6             |
| 518B | 32                        | 40½                 | 22                 | 9½                  | 1¾        | 9                   | —                      | 32                               | x 32       | 188         | 6             |
| 518C | 32                        | 40½                 | 22                 | 11½                 | 1¾        | 11                  | —                      | 32                               | x 32       | 220         | 6             |
| 519  | 38                        | 47                  | 22                 | 9½                  | 2         | 9                   | —                      | 38                               | x 32       | 270         | 10            |
| 520  | 38                        | 47                  | 22                 | 11½                 | 2         | 11                  | —                      | 38                               | x 32       | 306         | 10            |
| 529  | 38                        | 47                  | 25                 | 9½                  | 2         | 9                   | 6¾                     | 38                               | x 35       | 260         | 10            |
| 530  | 38                        | 47                  | 25                 | 7½                  | 2         | 7                   | 5                      | 38                               | x 35       | 240         | 10            |
| 531  | 38                        | 47                  | 22                 | 7½                  | 2         | 7                   | 4½                     | 38                               | x 32       | 234         | 10            |
| 532  | 24                        | 32½                 | 22                 | 7½                  | 1¾        | 7                   | 4½                     | 24                               | x 32       | 168         | 3             |
| 533  | 32                        | 41                  | 22                 | 9½                  | 1¾        | 9                   | 4½                     | 32                               | x 32       | 212         | 6             |
| 534  | 38                        | 47                  | 22                 | 9½                  | 2         | 9                   | 4½                     | 38                               | x 32       | 340         | 15            |

Construction.—All metal. Fitted with Safety Cam and Pawl for locking loads when lifted.

Rubber tyres, extra.

**H. C. SLINGSBY,**

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
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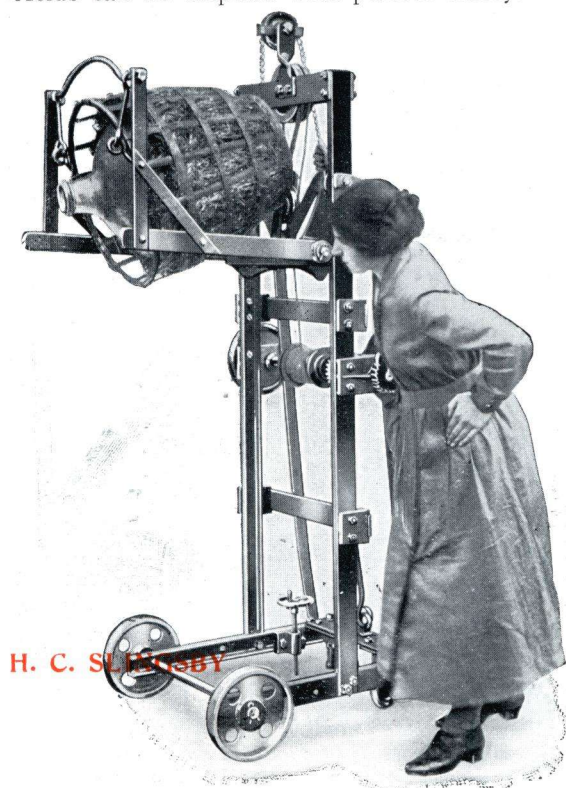


LARGEST EXHIBITOR OF TRUCKS IN THE WORLD.

## Slingsby Stackers

Fitted with Patent tilting arrangement.  
Acids can be emptied with perfect safety.

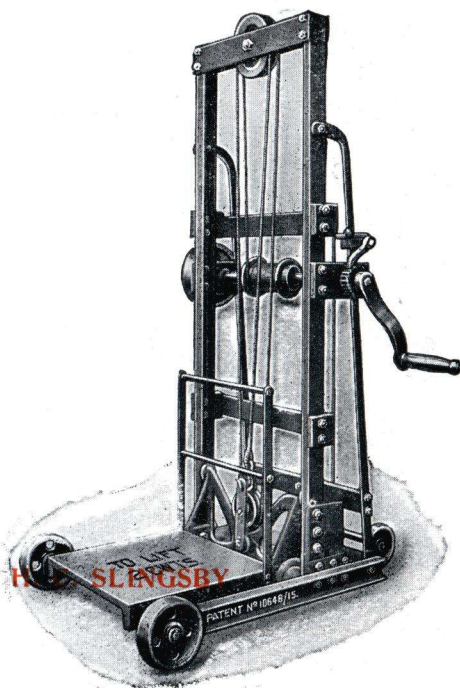
Made in sizes to lift from  
2 to 15cwts.



H. C. SLINGSBY

### 541-2—Carboy Elevators

Please give dimensions of Carboy,  
i.e. diameter and height.



H. C. SLINGSBY

### 548—Light Stacker

Low sheet metal platform with frame at  
back to prevent goods fouling the steel cables.

| No. | Length<br>overall<br>ins. | Width<br>overall<br>ins. | Height of<br>Platform<br>ins. | Height<br>of Lift<br>ins. | Height<br>overall<br>ins. | Platform<br>inside<br>ins. | Dia. of<br>Fixed<br>Wheels<br>ins. | Dia. of<br>Swivel<br>Wheels<br>ins. | Weight<br>lbs. | To<br>carry<br>cwts. |
|-----|---------------------------|--------------------------|-------------------------------|---------------------------|---------------------------|----------------------------|------------------------------------|-------------------------------------|----------------|----------------------|
| 541 | 43                        | 30                       | —                             | 18                        | 48                        | 24 x 21 $\frac{1}{2}$      | 7                                  | 5                                   | 322            | 2                    |
| 542 | 40                        | 30                       | —                             | 48                        | 81                        | 24 x 21 $\frac{1}{2}$      | 10                                 | 5                                   | 400            | 3                    |
| 548 | 41                        | 31                       | 4 $\frac{1}{2}$               | 54                        | 69                        | 18 x 18                    | 7                                  | 5                                   | 215            | 2                    |

Construction.—The Cable Pulleys fitted with Roller Bearings Gear Wheels machine cut throughout. Steel Ratchet.

Per foot or part of foot in height of lift, extra.

## H. C. SLINGSBY,

THE LARGEST TRUCK ESTABLISHMENT IN THE WORLD.

85, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL. PARIS.



OVER 1338 EXHIBITS IN EUROPE, ASIA, AFRICA, AUSTRALASIA AND AMERICA.

## Slingsby Stackers



**552-2L—Portable Stackers**

The two road wheels which are provided with each Stacker are fitted on to the handle shaft; the Stacker is then lowered on to its side and can be pulled with ease or attached to the back of a lorry. The small wheels at the base of the Stacker are placed centrally and brought into action by operating two side foot levers. This action raises the Stacker a few inches from the ground whilst it is still in the perpendicular position and permits of it being moved short distances.

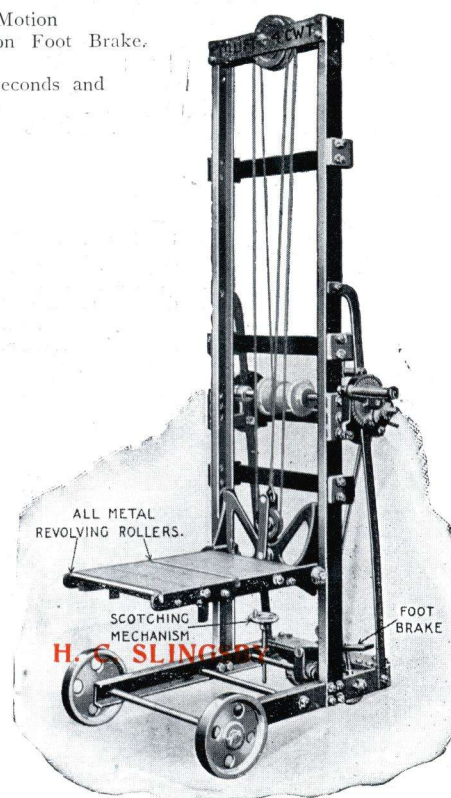
The Standard Portable Stacker is designed for operation by hand either by means of a side or rear handle, the latter is especially suited for working in narrow gangways. The adjoining illustration shows the side handle design.

The platform is of wood with sheet metal surface.

**VERY EFFECTIVE DRUM BRAKE.**

555. Quick Return Motion  
controlled by Friction Foot Brake.

Will Elevate in 25 seconds and  
Lower in 4 seconds



**555-9—Portable Stackers**

Hinged to pass through doorways, extra.

| No.  | Height<br>of Lift<br>Ft. ins. | Height<br>Overall<br>Ft. ins. | Platform<br>ins. ins. | To<br>carry<br>cwts. |
|------|-------------------------------|-------------------------------|-----------------------|----------------------|
| 552  | 6 11                          | 8 3                           | 35 x 33               | 6                    |
| 552A | 8 7                           | 9 11                          | 36 x 33               | 6                    |
| 552B | 10 2                          | 11 6                          | 36 x 33               | 6                    |
| 552C | 11 10                         | 13 2                          | 36 x 33               | 6                    |
| 552D | 13 5                          | 14 9                          | 36 x 33               | 6                    |
| 552H | 6 11                          | 8 3                           | 36 x 33               | 10                   |
| 552I | 8 7                           | 9 11                          | 36 x 33               | 10                   |
| 552J | 10 2                          | 11 6                          | 36 x 33               | 10                   |
| 552K | 11 10                         | 13 2                          | 36 x 33               | 10                   |
| 552L | 13 5                          | 14 9                          | 36 x 33               | 10                   |
| 555  | 4 6                           | 5 9                           | 24 x 18               | 4                    |
| 556  | 5 6                           | 6 9                           | 24 x 18               | 4                    |
| 557  | 6 6                           | 7 9                           | 24 x 18               | 4                    |
| 558  | 7 6                           | 8 9                           | 24 x 18               | 4                    |
| 559  | 8 6                           | 9 9                           | 24 x 18               | 4                    |

**Extras.**— Platform Extension Wings for long loads.

## H. C. SLINGSBY,

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



SATISFIED CUSTOMERS MAINTAIN CONTINUOUS EXHIBITS THROUGHOUT THE WORLD.

## Slingsby Elevating Trucks



589-91A—Mechanical Skids

ALL METAL.

For handling Casks, Barrels, Cases, Rolls, etc.

When loading the arms lie flat on the ground, and the load is simply rolled on to them. By turning the handle the arms will automatically rise and elevate the load.

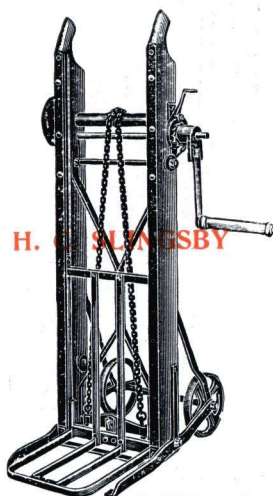
Fitted with Steel Cable of ample strength and Locking Gear to hold load in any position.

Fitted with wheels to facilitate transportation.

Top of Skid can be made to suit requirements with curved or flat heads

Unless ordered otherwise it will be supplied with top as illustrated. Two handles supplied with each Skid, and wind at either or both sides.

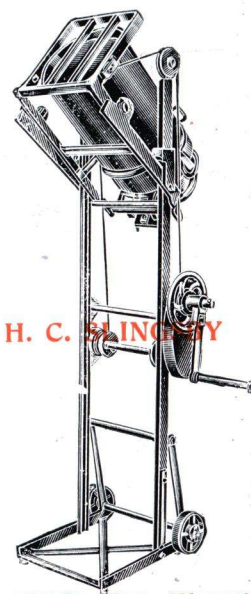
The Carriage can be quickly lowered by removing the handles.



627A—Sack Elevating Truck

Load will remain at any height without the least danger of falling by means of a Self-acting Ratchet and Catch.

Grab Gearing for easy lift.



631D—Can Elevating Truck

Adjustment for Tipping Arrangement into Receiving Vessels from 3ft. 3ins. to a height of 5ft. 4ins.

A Radius of 2ft. 1in.

Constructed of Steel.

Machine cut gears.

The Churn is secured to the platform by a simple locking device which needs only one movement for security

| No.  | Length<br>overall<br>ins. | Width<br>overall<br>ins. | Height<br>of Lift<br>ins. | Dia. of<br>Wheels<br>ins. | Weight<br>lbs. | To<br>carry<br>cwts. |
|------|---------------------------|--------------------------|---------------------------|---------------------------|----------------|----------------------|
| 589  | 70                        | 30                       | 48                        | —                         | 130            | 4                    |
| 590  | 84                        | 30                       | 60                        | —                         | 304            | 6                    |
| 591  | 84                        | 36                       | 60                        | —                         | 352            | 12                   |
| 591A | 102                       | 36                       | 66                        | —                         | 250            | 16                   |
| 627A | 62                        | 37                       | 45                        | 9                         | 134            | 3                    |
| 631D | 78                        | 28                       | 64                        | 6 $\frac{3}{4}$           | 196            | 1 $\frac{1}{2}$      |

### H. C. SLINGSBY,

FIRST IN THE WORLD TO OPEN A TRUCK SHOP,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.



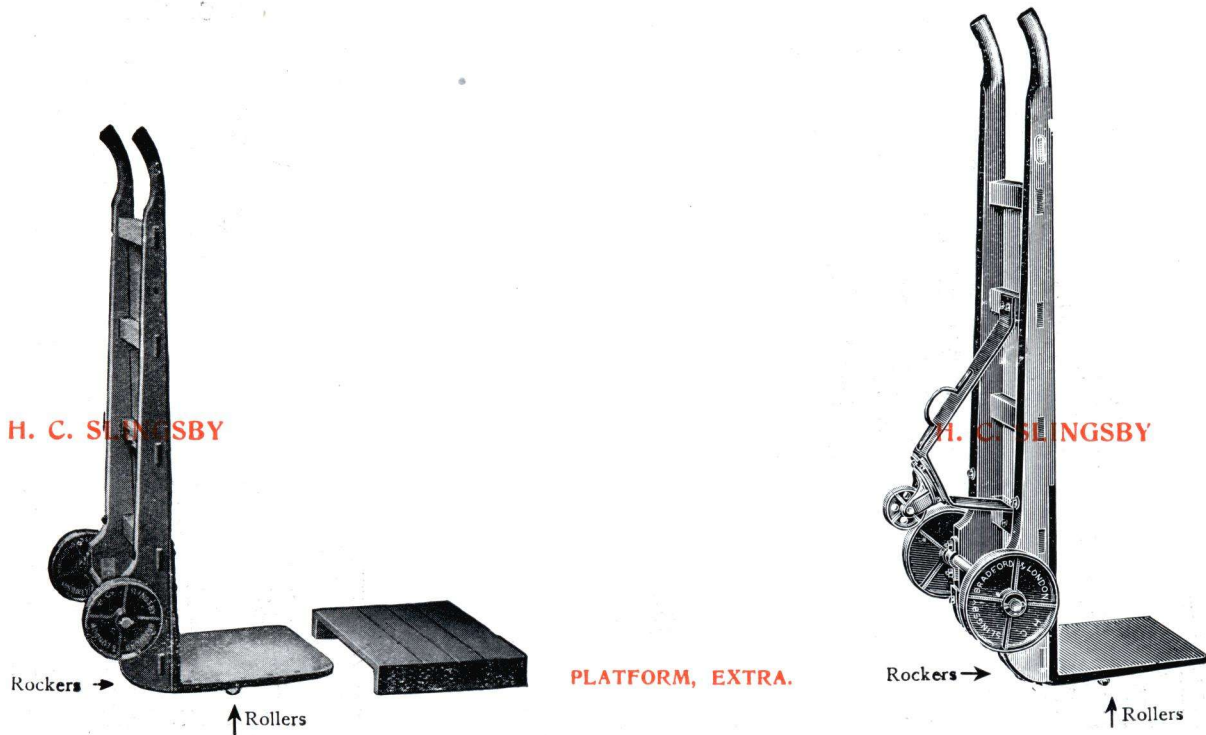
ONLY THE BUYERS SATISFACTION WARRANTS CONTINUOUS EXHIBITS.

## Slingsby Rolla-Rocka-Lift Trucks (Patent)

Regd. No. 702,425.

Regd. No. 703,545.

Loads and Lifts HALF A TON with ONE FINGER in FIVE SECONDS



### 1010-2—Rolla-Rocka-Lift Trucks

Works first on its Rollers, then on its Rockers, then it lifts.

### 1015-6—Rolla-Rocka-Lift Trucks

| No.  | Length<br>ins. | Width at<br>handles<br>ins. | Foot<br>iron<br>ins. | Dia. of<br>Wheels<br>ins. | Dia. of<br>Castor<br>ins. | Wooden Platform<br>Length ins. Width ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|------|----------------|-----------------------------|----------------------|---------------------------|---------------------------|---|----------------|---------------------|
| 1010 | 55             | 13½                         | 16                   | 8                         | —                         | 17 x 21                                   | 76             | 400                 |
| 1011 | 58             | 13½                         | 17                   | 8                         | —                         | 17 x 21                                   | 80             | 500                 |
| 1012 | 64             | 15                          | 16                   | 9¼                        | —                         | 17 x 22½                                  | 96             | 600                 |
| 1015 | 64             | 12¾                         | 16                   | 9¾                        | 4                         | 17 x 20                                   | 112            | 1120                |
| 1016 | 62½            | 15¼                         | 16                   | 9¾                        | 4                         | 17 x 22½                                  | 124            | 1120                |

**Construction.**—Hardwood, fully boarded, wrought and cast iron. 1in. dia. steel axle.

Fitted with patent "Collron" fittings, axle box, cramp and collar all in one. Extra strong footiron for levering loads 1 in. thick at bend, ½ in. thick at nose, covered with ¼ in. steel plate.

Underside of platform 2½ in. high. Weight of Wood Platform 12lbs.

1015 & 1016 have **Rockers** shod with ¼ in. flat iron. Double Ball-Bearing Castor No. 1534 mounted on strong 4in. by ¼ in. flat iron leg, which takes all weight off operator's hands, securely bolted as illustrated. 1012 to 1016 have Roller Bearing Wheels.

**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres and Split wheels with detachable tyres, extra.

## H. C. SLINGSBY,

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

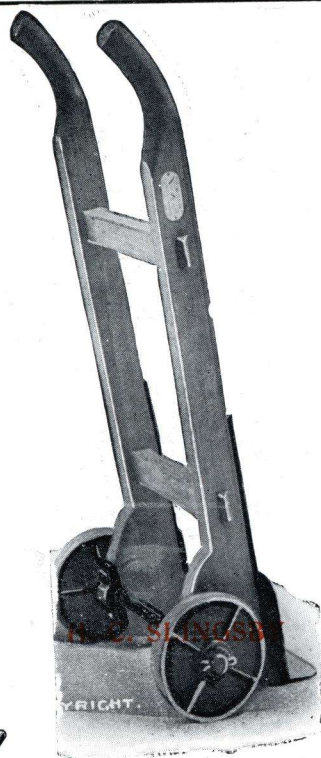
MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



# Slingsby Sack Trucks



1021-2—Sack Trucks



1024S-T—Light Sack Trucks

1024S has back reinforced with Channel Steel Liners.



1025—Sack Truck



H. C. SLINGSBY

1024—Sack Truck



H. C. SLINGSBY

1026-7—Sack Trucks

Round Iron crossbars.

| No.   | Length<br>ins. | Width at<br>Hand'les<br>ins. | Width<br>of body<br>at base<br>ins. | Foot<br>Iron<br>ins. | Dia. of<br>Wheels<br>ins. | Dia. of<br>Axle<br>ins. | Number of<br>Crossbars | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|----------------|------------------------------|-------------------------------------|----------------------|---------------------------|-------------------------|------------------------|----------------|---------------------|
| 1021  | 39             | 16                           | 11 $\frac{1}{2}$                    | 4                    | 6 $\frac{1}{2}$           | 1                       | 2                      | 34             | 300                 |
| 1022  | 42             | 15 $\frac{3}{4}$             | 11 $\frac{1}{2}$                    | 4                    | 6 $\frac{1}{2}$           | 1                       | 2                      | 34             | 300                 |
| 1024  | 43             | 16                           | 11 $\frac{1}{2}$                    | 4                    | 6 $\frac{1}{2}$           | 1                       | 3                      | 35             | 300                 |
| 1024S | 43             | 17 $\frac{1}{2}$             | 11 $\frac{1}{2}$                    | 4                    | 6 x 1                     | $\frac{3}{4}$           | 3                      | 24             | 250                 |
| 1024T | 32             | 17 $\frac{1}{2}$             | 11 $\frac{1}{2}$                    | 4                    | 6 x 1                     | $\frac{3}{4}$           | 3                      | 20             | 250                 |
| 1025  | 45             | 18                           | 12                                  | 6                    | 8                         | 1                       | 3                      | 44             | 500                 |
| 1026  | 42             | 16                           | 15                                  | 3 $\frac{1}{2}$      | 6 $\frac{1}{2}$           | 1                       | 3                      | 42             | 300                 |
| 1027  | 45             | 16                           | 15                                  | 3 $\frac{1}{2}$      | 6 $\frac{1}{2}$           | 1                       | 3                      | 41             | 300                 |

**Construction.**—Hardwood, Wrought and Cast Iron, Steel Axle.

**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings and Split wheels with detachable tyres, extra.

## H. C. SLINGSBY,

FIRST INTERNATIONAL TRUCK BUILDER,

89, 95 & 97, KINGSWAY & 71, Gt. QUEEN STREET, LONDON, W.C.2.

22 & 22BIS, RUE DE CHABROL, PARIS.



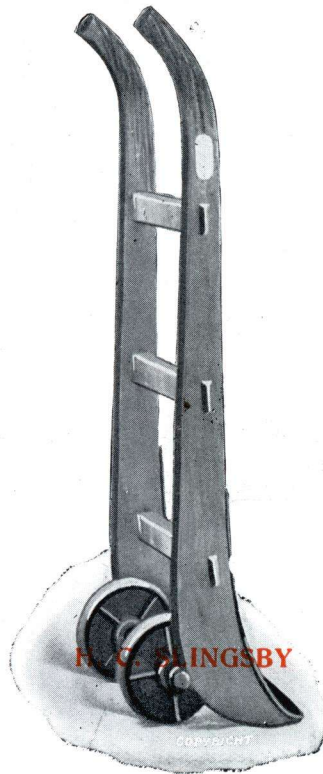
SLINGSBY (Regd. Trade Mark) — MANUFACTURES AND EXPORTS TO 110 COUNTRIES.

## Slingsby Sack Trucks



H. C. SLINGSBY

1031—Sack Truck



H. C. SLINGSBY

1033—Sack Truck  
Wheels inside.



H. C. SLINGSBY

1034A—Liverpool Sack Truck



H. C. SLINGSBY

1034B—Sack Truck



H. C. SLINGSBY

1035-5B—Strong Warehouse Trucks

| No.   | Length<br>ins. | Width at<br>Handles<br>ins. | Width<br>of body<br>at base<br>ins. | Foot<br>Iron<br>ins. | Dia. of<br>Wheels<br>ins. | Number of<br>Crossbars | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|----------------|-----------------------------|-------------------------------------|----------------------|---------------------------|------------------------|----------------|---------------------|
| 1031  | 47             | 18                          | 12 $\frac{3}{4}$                    | 6                    | 8                         | 3                      | 44             | 500                 |
| 1033  | 45             | 14                          | 14                                  | 3                    | 6 $\frac{1}{2}$           | 4                      | 38             | 300                 |
| 1034A | 42             | 18                          | 10                                  | 4                    | 8                         | 3                      | 40             | 500                 |
| 1034B | 45             | 18                          | 12                                  | 6                    | 8                         | 3                      | 46             | 500                 |
| 1035  | 48             | 18                          | 12 $\frac{1}{2}$                    | 6                    | 8                         | 3                      | 50             | 500                 |
| 1035A | 52             | 18                          | 12 $\frac{1}{2}$                    | 9                    | 9 $\frac{1}{2}$           | 4                      | 68             | 600                 |
| 1035B | 56             | 21                          | 13 $\frac{1}{2}$                    | 12                   | 12                        | 5                      | 80             | 700                 |

**Construction.**—Hardwood, Wrought and Cast Iron, 1 inch diameter Steel Axle.

**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings and Split wheels with detachable tyres, extra.

## H. C. SLINGSBY

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BRUSSELS

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PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



# Slingsby Sack Trucks

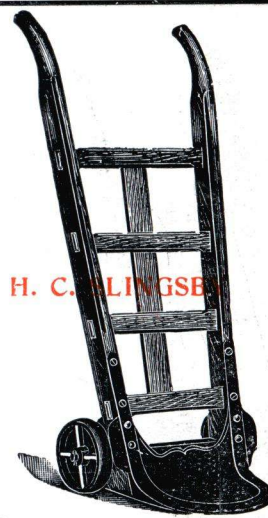


H. C. SLINGSBY

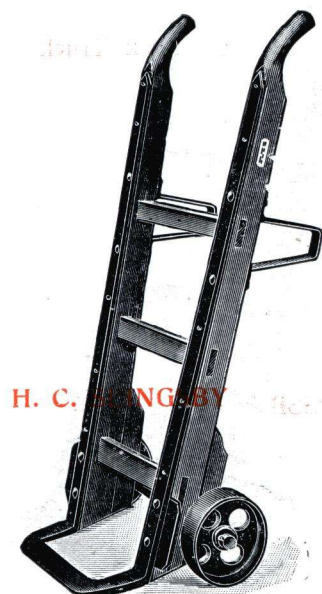
1036—Daisy Sack Truck



H. C. SLINGSBY

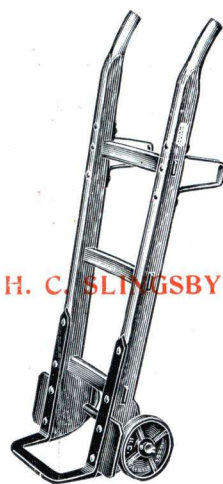
1036A—Sack Truck  
Curved iron crossbar over Wheels.

H. C. SLINGSBY

1036B—Sack Truck  
Solid rounded foot iron.

H. C. SLINGSBY

1036C-D—Store Trucks



H. C. SLINGSBY

1037-7B—Store Trucks



H. C. SLINGSBY

1038—Warehouse Truck

| No.   | Length<br>ins. | Width at<br>handles<br>ins. | Foot<br>Iron<br>ins. | Dia. of<br>Wheels<br>ins. | Dia. of<br>Axle<br>ins. | Number of<br>Crossbars | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|----------------|-----------------------------|----------------------|---------------------------|-------------------------|------------------------|----------------|---------------------|
| 1036  | 46             | 19 $\frac{3}{4}$            | 4                    | 6 $\frac{1}{2}$           | 1                       | 3                      | 36             | 300                 |
| 1036A | 42             | 18 $\frac{1}{2}$            | 9                    | 6 $\frac{1}{2}$           | 1                       | 4                      | 40             | 300                 |
| 1036B | 48             | 21 $\frac{1}{2}$            | 6                    | 6 $\frac{1}{2}$           | 1                       | 4                      | 44             | 300                 |
| 1036C | 50             | 22 $\frac{1}{2}$            | 6                    | 7 x 2 $\frac{1}{2}$       | 1 $\frac{1}{4}$         | 3                      | 68             | 700                 |
| 1036D | 50             | 21 $\frac{1}{2}$            | 6                    | 9 $\frac{3}{4}$           | 1                       | 3                      | 80             | 700                 |
| 1037  | 50             | 16 $\frac{1}{2}$            | 5                    | 6 $\frac{1}{2}$           | 1                       | 3                      | 40             | 300                 |
| 1037A | 55             | 19 $\frac{1}{2}$            | 6                    | 8                         | 1                       | 3                      | 48             | 500                 |
| 1037B | 57             | 19 $\frac{1}{4}$            | 7                    | 8                         | 1                       | 3                      | 50             | 500                 |
| 1038  | 50             | 18                          | 6                    | 8                         | 1                       | 3                      | 48             | 500                 |

Construction.—Hardwood, Wrought and Cast Iron, Steel Axle.

Finish.—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings and Split wheels with detachable tyres, extra.

## H. C. SLINGSBY,

FIRST IN THE WORLD TO EXPORT TRUCKS BY AIR,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

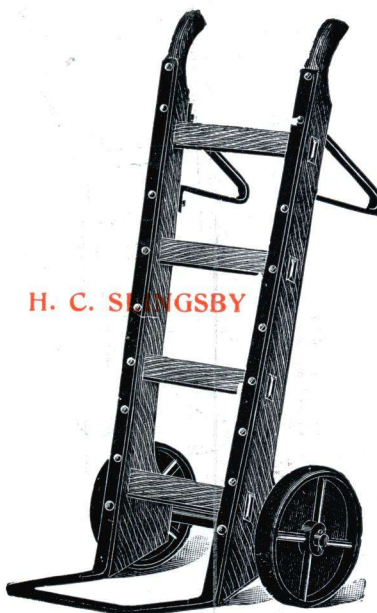
OVER 1338 EXHIBITS IN EUROPE, ASIA, AFRICA, AUSTRALASIA AND AMERICA.

## Slingsby Sack Trucks



H. C. SLINGSBY

1039-9A—Store Trucks



H. C. SLINGSBY

1040-0A—Street Trucks



H. C. SLINGSBY

1041—Luggage Truck



H. C. SLINGSBY

1043-3C—Store Trucks

| No.   | Length<br>ins. | Width at<br>handles<br>ins. | Foot<br>Iron<br>ins. | Dia. of<br>Wheels<br>ins. | Dia. of<br>Axle<br>ins. | Number of<br>Crossbars | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|----------------|-----------------------------|----------------------|---------------------------|-------------------------|------------------------|----------------|---------------------|
| 1039  | 40             | 16 $\frac{1}{2}$            | 4                    | 8                         | 1                       | 3                      | 34             | 560                 |
| 1039A | 48             | 17 $\frac{1}{2}$            | 5                    | 8                         | 1                       | 3                      | 44             | 560                 |
| 1040  | 53             | 18 $\frac{1}{2}$            | 12                   | 12 x 1 $\frac{1}{2}$      | 1                       | 4                      | 72             | 700                 |
| 1040A | 53             | 18 $\frac{1}{2}$            | 20                   | 12 x 1 $\frac{1}{2}$      | 1                       | 4                      | 80             | 700                 |
| 1041  | 56             | 23                          | 24                   | 12 x 2                    | 1 $\frac{1}{4}$         | 4                      | 120            | 1000                |
| 1043  | 42             | 18                          | 4 $\frac{1}{2}$      | 6 $\frac{1}{2}$           | 1                       | 3                      | 42             | 300                 |
| 1043A | 47             | 19                          | 4 $\frac{1}{2}$      | 6 $\frac{1}{2}$           | 1                       | 3                      | 44             | 300                 |
| 1043B | 50             | 21                          | 4 $\frac{1}{2}$      | 8                         | 1                       | 3                      | 55             | 500                 |
| 1043C | 54             | 22                          | 5                    | 8                         | 1                       | 3                      | 64             | 500                 |

Construction.—Hardwood, Wrought and Cast Iron, Steel Axle.  
Finish.—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Spilt wheels with detachable tyres, extra.

### H. C. SLINGSBY,

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



## Slingsby Sack Trucks



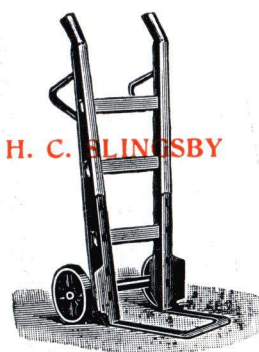
H. C. SLINGSBY

1043D-F—Store Trucks  
Full ironed.



H. C. SLINGSBY

1045—Sack Truck



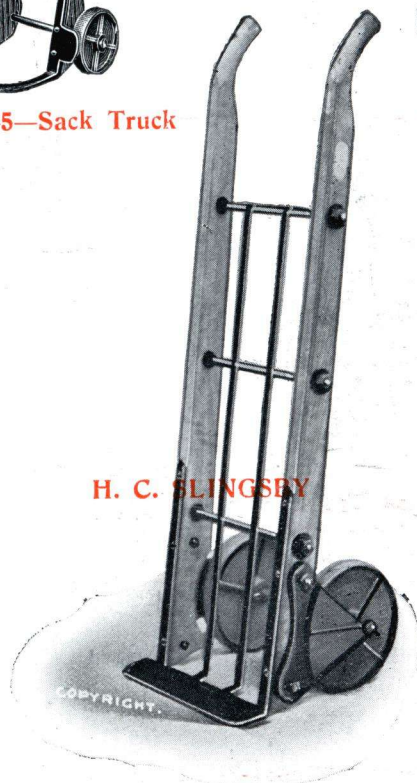
H. C. SLINGSBY

1046A-B—Sack Trucks



H. C. SLINGSBY

1047—Sack Truck



H. C. SLINGSBY

1048—Sack Truck

| No.   | Length<br>ins. | Width at<br>handles<br>ins. | Foot<br>iron<br>ins. | Dia. of<br>Wheels<br>ins. | Number of<br>Crossbars | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|----------------|-----------------------------|----------------------|---------------------------|------------------------|----------------|---------------------|
| 1043D | 47             | 19                          | 4 $\frac{1}{2}$      | 6 $\frac{1}{2}$           | 4                      | 68             | 300                 |
| 1043E | 50             | 21                          | 4 $\frac{1}{2}$      | 8                         | 4                      | 70             | 500                 |
| 1043F | 54             | 22                          | 5                    | 8                         | 4                      | 76             | 500                 |
| 1045  | 48             | 19 $\frac{1}{4}$            | 7                    | 8                         | 3                      | 44             | 500                 |
| 1046A | 47             | 18                          | 6                    | 8                         | 3                      | 46             | 500                 |
| 1046B | 47             | 18                          | 12                   | 8                         | 3                      | 50             | 500                 |
| 1047  | 51             | 18                          | 6                    | 9 $\frac{3}{4}$           | 4                      | 55             | 700                 |
| 1048  | 51             | 16                          | 3 $\frac{1}{2}$      | 9 $\frac{3}{4}$           | 3                      | 56             | 700                 |

Construction.—Hardwood, Wrought and Cast Iron, 1 inch diameter Steel Axle.  
Finish.—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Split wheels with detachable tyres, extra.

### H. C. SLINGSBY,

THE LARGEST TRUCK ESTABLISHMENT IN THE WORLD.

89, 95 & 97, KINGSWAY & 71, Gt. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

ONLY THE BUYERS SATISFACTION WARRANTS CONTINUOUS EXHIBITS.

## Slingsby Sack Trucks



H. C. SLINGSBY



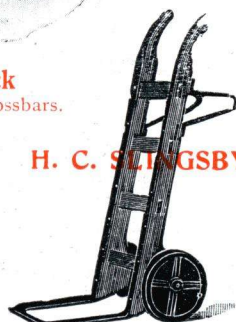
H. C. SLINGSBY

1050—Sack Truck



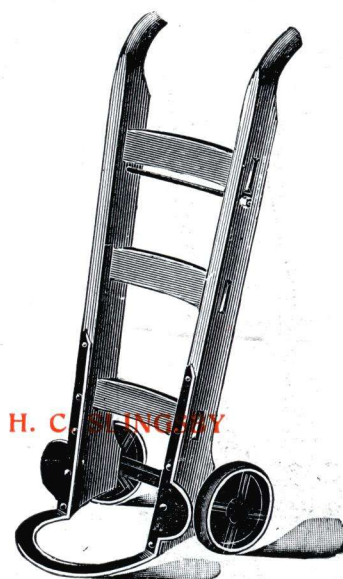
H. C. SLINGSBY

1049—Cask Truck  
Bent iron crossbars.



H. C. SLINGSBY

1051-2—Strong Warehouse Trucks



H. C. SLINGSBY

1054A-D—London Sack Trucks  
Curved crossbars.

1050A-B—Steel Sack Trucks  
Wheels inside.

| No.   | Length<br>ins. | Width at<br>handles<br>ins. | Foot<br>iron<br>ins. | Dia. of<br>Wheels<br>ins. | Number of<br>Crossbars | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|----------------|-----------------------------|----------------------|---------------------------|------------------------|----------------|---------------------|
| 1049  | 54             | 18                          | 6                    | 9 $\frac{3}{4}$           | 3                      | 66             | 700                 |
| 1050  | 54             | 19                          | 6                    | 9 $\frac{3}{4}$           | 3                      | 60             | 700                 |
| 1050A | 44             | 18                          | 3                    | 6 $\frac{1}{2}$           | 4                      | 42             | 500                 |
| 1050B | 42             | 18                          | 3                    | 6 $\frac{1}{2}$           | 4                      | 41             | 500                 |
| 1051  | 54             | 19                          | 20                   | 12                        | 4                      | 78             | 700                 |
| 1052  | 58             | 19                          | 20                   | 12                        | 4                      | 80             | 700                 |
| 1054A | 39             | 16 $\frac{1}{2}$            | 6                    | 6 $\frac{1}{2}$           | 2                      | 35             | 200                 |
| 1054B | 45             | 18 $\frac{1}{2}$            | 6                    | 8                         | 3                      | 44             | 300                 |
| 1054C | 48             | 18                          | 7                    | 8                         | 3                      | 46             | 400                 |
| 1054D | 51             | 19                          | 8                    | 8                         | 3                      | 48             | 500                 |

Construction.—Hardwood, Wrought and Cast Iron, 1 inch diameter Steel Axle.  
Finish.—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber-tyres, Roller bearings and Split wheels with detachable tyres, extra.

### H. C. SLINGSBY,

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



ALWAYS ROLLING ALONG AND GOING UP A STEP— **SLINGSWAY, Regd.**

## Slingsby Sack Trucks



H. C. SLINGSBY

**1054G—Bar Handle Truck**  
Curved iron crossbars.



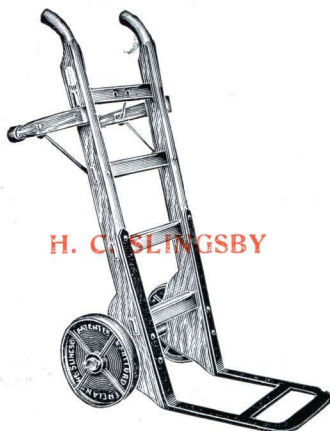
H. C. SLINGSBY

**1054H—Case Truck**



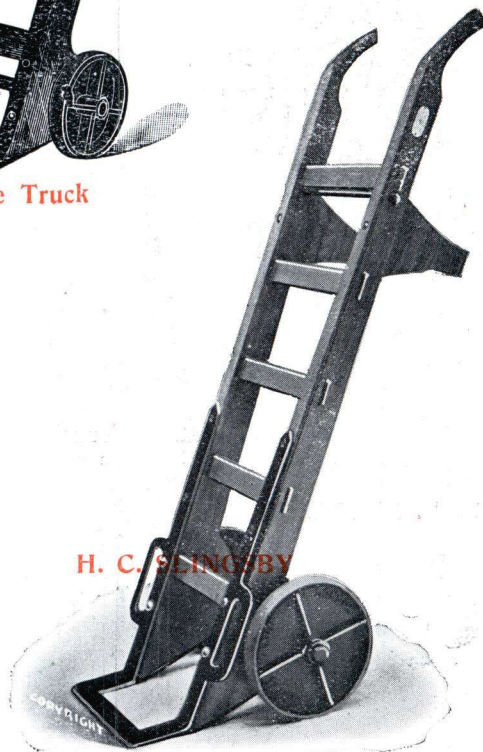
H. C. SLINGSBY

**1055—Strong Sack Truck**



H. C. SLINGSBY

**1056-7—Sack Trucks**



H. C. SLINGSBY

**1059—Sack Truck**

| No.   | Length<br>ins. | Width at<br>Handles<br>ins. | Foot<br>Iron<br>ins. | Dia. of<br>Wheels<br>ins. | Dia. of<br>Axle<br>ins. | Number of<br>Crossbars | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|----------------|-----------------------------|----------------------|---------------------------|-------------------------|------------------------|----------------|---------------------|
| 1054G | 40             | 14                          | 8                    | 6½                        | 1                       | 3                      | 48             | 400                 |
| 1054H | 55             | 21                          | 4½                   | 9¾                        | 1½                      | 3                      | 96             | 1120                |
| 1055  | 55             | 20                          | 8                    | 9¾                        | 1½                      | 3                      | 76             | 1000                |
| 1056  | 54             | —                           | 18                   | 12                        | 1½                      | 4                      | 91             | —                   |
| 1057  | 66             | —                           | 18                   | 12                        | 1½                      | 4                      | 99             | —                   |
| 1059  | 66             | —                           | 6                    | 12                        | 1½                      | 5                      | 102            | 784                 |

**Construction.**—Hardwood, Wrought and Cast Iron, Steel Axle.

**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Split wheels with detachable tyres, extra.

### H. C. SLINGSBY,

FIRST IN THE WORLD TO OPEN A TRUCK SHOP,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

SLINGSBY (Regd. Trade Mark) —MANUFACTURES AND EXPORTS TO 110 COUNTRIES.

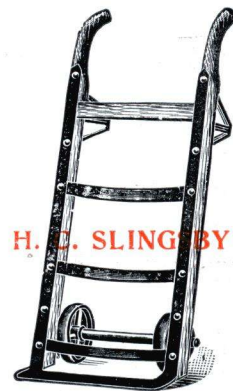
## Slingsby Sack Trucks



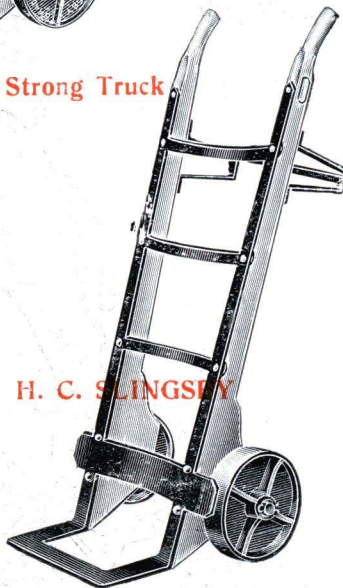
1061—Heavy Strong Truck



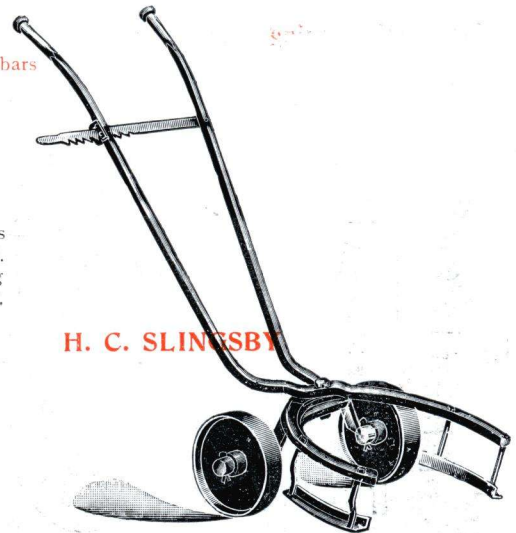
1063B—Sack Truck  
Curved iron crossbars



1064A-C—Barrel Trucks  
The three Iron Crossbars curved.



1064E-G—Sack Trucks  
Curved iron Crossbars.



1071P—Pincer Truck  
For Carboys, Barrels, etc.

The wide crossbar extends over wheels as a guard. 1064G has extra top leg stay under upper crossbar.

| No.   | Length<br>ins. | Width at<br>handles<br>ins. | Foot<br>Iron<br>ins. | Dia. of<br>Wheels<br>ins. | Dia. of<br>Axle<br>ins. | Number of<br>Crossbars | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|----------------|-----------------------------|----------------------|---------------------------|-------------------------|------------------------|----------------|---------------------|
| 1061  | 57             | 21                          | 4                    | 12                        | 1 1/4                   | 5                      | 98             | 1000                |
| 1063B | 54             | 16                          | 6                    | 6 1/2                     | 1                       | 4                      | 55             | —                   |
| 1064A | 47             | 19                          | 4 1/2                | 6 1/2                     | 1                       | 4                      | 63             | 300                 |
| 1064B | 50             | 20                          | 4 1/2                | 8                         | 1                       | 4                      | 75             | 500                 |
| 1064C | 54             | 22                          | 5                    | 8                         | 1                       | 4                      | 112            | 500                 |
| 1064E | 60             | 21 1/4                      | 6                    | 9 3/4                     | 1 1/4                   | 4                      | 102            | 900                 |
| 1064G | 60             | 21 3/4                      | 9                    | 12                        | 1 1/4                   | 4                      | 122            | 1000                |
| 1071P | 60             | —                           | —                    | 12                        | 1 1/4                   | —                      | 154            | 40 gall. casks      |

**Construction.**—Hardwood, Wrought and Cast Iron, Steel Axle.  
**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

Rubber tyres, Roller bearings, and Split wheels with detachable tyres, extra.

### H. C. SLINGSBY,

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LIVERPOOL  
PARIS  
BUENOS AYRES

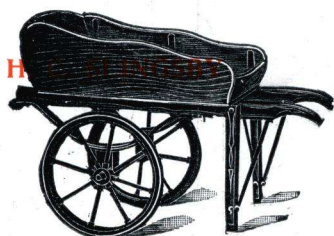
MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

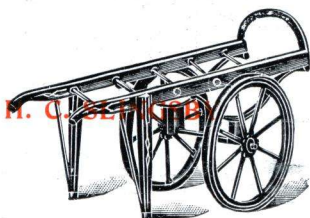
BELFAST  
MARSEILLES



## Slingsby Hand Carts



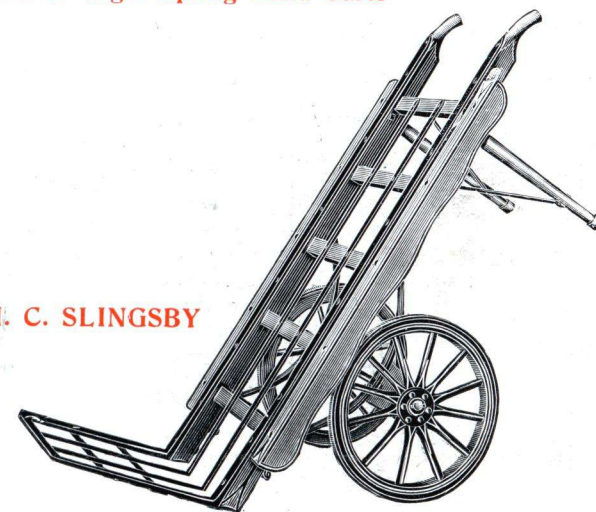
1074—Light Spring Hand Cart



1076—Light Spring Hand Cart

1093A—Light Spring Hand Cart  
Detachable sides 15 inches.

1086-7—Light Spring Hand Carts



1094A—Light Spring Hand Cart

| No.   | Length<br>ins. | Width<br>ins. | Foot<br>Iron<br>ins. | Dia. of<br>Wheels<br>ins. | Springs<br>laps ins. | Weight<br>lbs. | To<br>carry<br>cwts. |
|-------|----------------|---------------|----------------------|---------------------------|----------------------|----------------|----------------------|
| 1074  | 58             | 31            | —                    | 24                        | 3 x 1 1/2            | 122            | 3                    |
| 1076  | 69             | 30            | 12                   | 28                        | 3 x 1 1/2            | 131            | 3                    |
| 1086  | 69             | 34            | 16                   | 20                        | 3 x 1 1/2            | 122            | 3                    |
| 1087  | 69             | 34            | 16                   | 24                        | 3 x 1 1/2            | 124            | 3                    |
| 1093A | 78             | 33            | 22                   | 28                        | 3 x 1 1/2            | 208            | 3                    |
| 1094A | 78             | 33            | 22                   | 28                        | 3 x 1 1/2            | 146            | 3                    |

Construction.—Hardwood, Wrought and Cast Iron, Steel Axle.

Finish.—Body Lined and Varnished. Wheels Bored, Painted, Lined and Varnished.

## H. C. SLINGSBY,

FIRST INTERNATIONAL TRUCK BUILDER,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

OVER 1338 EXHIBITS IN EUROPE, ASIA, AFRICA, AUSTRALASIA AND AMERICA.

## Slingsby Hand Carts



1104A-E—Delivery Hand Carts

Brass Oil Caps.

1104A & 1104D have fixed ends.



1109B—Hand Cart



1116A-7A—Scotch Hand Carts



1152A—Light Hand Cart

Wood Wheels, extra.

| No.                     | Length<br>of Body<br>ins.   | Length<br>overall<br>ins. | Width<br>inside<br>ins. | Width<br>overall<br>ins. | Depth<br>ins. | Dia. of<br>Wheels<br>ins. | Springs<br>laps ins. | Weight<br>lbs. | To<br>carry<br>cwts. |
|-------------------------|-----------------------------|---------------------------|-------------------------|--------------------------|---------------|---------------------------|----------------------|----------------|----------------------|
| 1104A                   | 40                          | —                         | 26                      | 43                       | 11            | 33                        | 3 x 1 1/2            | 188            | 3                    |
| 1104C as 1104A but with | Back and Front to let down. |                           |                         |                          |               | 33                        | 3 x 1 1/2            | 196            | 3                    |
| 1104D                   | 44                          | 80                        | 32                      | 49 1/2                   | 12            | 33                        | 3 x 1 1/2            | 206            | 3                    |
| 1104E as 1104D but with | Back and Front to let down. |                           |                         |                          |               | 33                        | 3 x 1 1/2            | 212            | 3                    |
| 1109B                   | 44                          | —                         | 22                      | —                        | 15            | 36                        | 3 x 1 1/2            | 180            | 3                    |
| 1116A                   | 54                          | —                         | 30                      | —                        | 7             | 33                        | 3 x 1 1/2            | 168            | 4                    |
| 1117A                   | 70                          | 101                       | 49                      | —                        | 6             | 36                        | 4 x 1 1/2            | 200            | 6                    |
| 1152A                   | 36                          | —                         | 21                      | —                        | 10            | 28                        | —                    | 106            | 1                    |

Construction.—Hardwood, Wrought and Cast Iron, Steel Axle.

Finish.—Painted, Lined and Varnished, Wheels Bored.

### H. C. SLINGSBY,

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GLASGOW  
LYONS  
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BELFAST  
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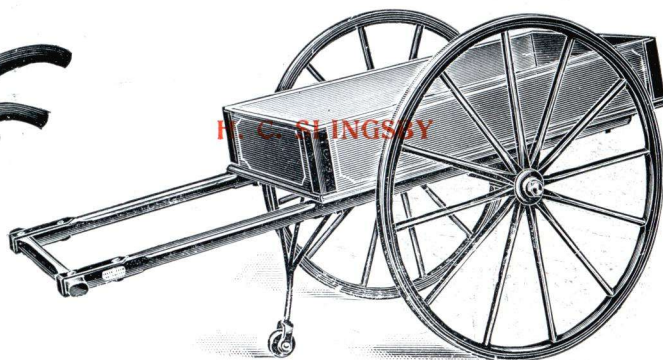
SATISFIED CUSTOMERS MAINTAIN CONTINUOUS EXHIBITS THROUGHOUT THE WORLD.

## Slingsby Hand Carts



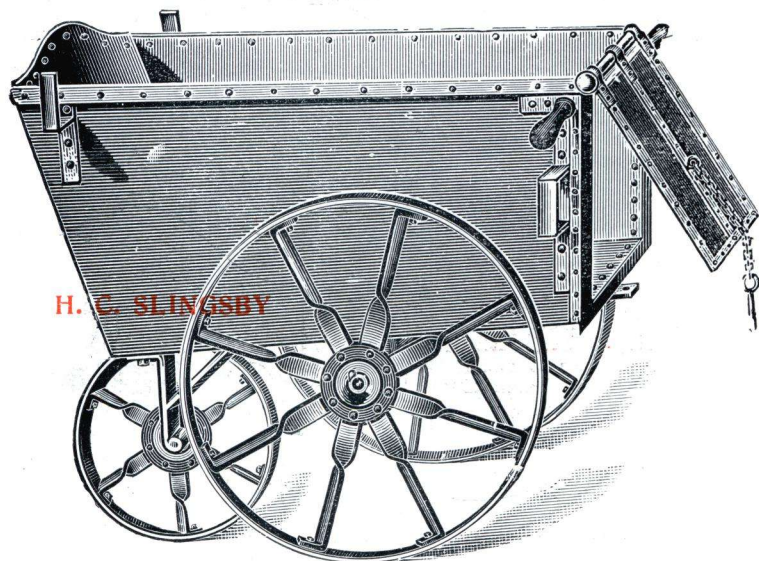
**1157A—Delivery Hand Cart**

Hinged tail-board. Rubber-tyred Wheels.  
Detachable Sign Boards as illustrated, extra.



**1202A—Push Hand Cart**

Iron tripod with 2½ in. wheel.



**1210A—Galvanized Iron Orderly Hand Cart**

Has brackets and rests for broom, etc.



**1211A-B—Dust Hand Carts**

Iron sliding cover. Opens at back

| No.   | Length<br>of Body<br>ins.                    | Width<br>ins. | Depth<br>ins. | Dia. of<br>Wheels<br>ins. | Springs<br>laps ins. | Gauge | Weight<br>lbs. | To<br>carry |
|-------|--|---------------|---------------|---------------------------|----------------------|-------|----------------|-------------|
| 1157A | 44   | 25            | 10            | 28                        | —                    | —     | —              | 112 lbs.    |
| 1202A | 48   | 28            | 8             | 43                        | —                    | —     | 188            | —           |
| 1210A | 42   | 22            | 19            | 27 & 16                   | —                    | 16    | 150            | 8 cubic ft. |
| 1211A | 48   | 30            | 18            | 36                        | 4 x 1½               | —     | 252            | —           |
| 1211B | as 1211A but without the Iron Sliding Cover. |               |               |                           | 4 x 1¼               | —     | 222            | —           |

Construction.—Wood wheels with iron tyres. 1210A has wrought iron wheels.

Finish.—Painted, Lined and Varnished.

## H. C. SLINGSBY,

FIRST IN THE WORLD TO EXPORT TRUCKS BY AIR,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET. LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

ONLY THE BUYERS SATISFACTION WARRANTS CONTINUOUS EXHIBITS.

## Slingsby Wheels



**1332A-5A—Solid Cast Iron Wheels**  
For Heavy Loads.



**1336D-Y—Solid Rubber Wheels**  
Steel Bushes.

Vulcanized under high pressure hydraulic steam heated presses.

Non-corrosive.

Do not chip or crack.



**1337A-43B—Solid Cast Iron Truck Wheels**  
Showing Flexible Roller Bearings, extra.

When fitting FELT tyres, immerse the wheel and tyres in hot water for about 5 minutes before tightening the nuts.



**1344A-50C—Split Wheels with Detachable Rubber or Felt Tyres**

| No.   | Dia.<br>ins.    | Face<br>ins.    | Hub<br>ins.     | Bore<br>ins.    | Weight<br>lbs.  |
|-------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 1332A | 3 $\frac{1}{2}$ | 1 $\frac{1}{4}$ | 1 $\frac{1}{2}$ | 3 $\frac{3}{4}$ | 1 $\frac{1}{2}$ |
| 1333A | 4               | 2               | 2 $\frac{1}{4}$ | 3 $\frac{3}{4}$ | 3               |
| 1334A | 5               | 1 $\frac{1}{2}$ | 1 $\frac{5}{8}$ | 1               | 3 $\frac{1}{2}$ |
| 1335A | 5 $\frac{1}{2}$ | 2               | 2 $\frac{1}{4}$ | 1               | 4 $\frac{3}{4}$ |
| 1336D | 3 $\frac{1}{2}$ | 1 $\frac{1}{8}$ | 1 $\frac{1}{4}$ | 1               | 1 $\frac{1}{2}$ |
| 1336F | 4               | 1 $\frac{1}{8}$ | 1 $\frac{3}{4}$ | 1               | 3 $\frac{1}{4}$ |
| 1336J | 5 $\frac{1}{4}$ | 1 $\frac{3}{8}$ | 2               | 1               | 1 $\frac{1}{2}$ |
| 1336K | 6 $\frac{1}{2}$ | 1 $\frac{1}{2}$ | 2               | 1               | 2               |
| 1336O | 8               | 1 $\frac{1}{2}$ | 2               | 1               | 4               |
| 1336R | 9               | 1 $\frac{3}{4}$ | 2 $\frac{3}{4}$ | 1               | 5 $\frac{1}{2}$ |
| 1336T | 10              | 2               | 2 $\frac{1}{2}$ | 1               | 6 $\frac{3}{4}$ |
| 1336U | 12              | 2               | 2 $\frac{3}{4}$ | 1               | 11              |
| 1336Y | 14              | 2               | 2 $\frac{1}{2}$ | 1               | 13              |
| 1337A | 3               | 1 $\frac{1}{8}$ | 1 $\frac{3}{4}$ | 1               | 2               |

| No.   | Dia.<br>ins.     | Face<br>ins.    | Hub<br>ins.       | Bore<br>ins.    | Weight<br>lbs.   |
|-------|------------------|-----------------|-------------------|-----------------|------------------|
| 1338A | 4                | 1 $\frac{3}{8}$ | 2                 | 1               | 2 $\frac{1}{2}$  |
| 1339A | 5 $\frac{1}{4}$  | 1 $\frac{1}{2}$ | 2                 | 1               | 4 $\frac{1}{4}$  |
| 1340A | 6 $\frac{1}{2}$  | 1 $\frac{1}{2}$ | 2 $\frac{1}{8}$   | 1               | 6                |
| 1341A | 8                | 1 $\frac{3}{4}$ | 2 $\frac{3}{8}$   | 1               | 8 $\frac{1}{2}$  |
| 1342A | 9 $\frac{3}{4}$  | 2               | 3                 | 1               | 15               |
| 1343A | 12               | 2               | 3                 | 1 $\frac{1}{4}$ | 20               |
| 1343B | 12               | 1 $\frac{1}{2}$ | 2 $\frac{5}{8}$   | 1               | 16               |
| 1344A | 4                | 1 $\frac{7}{8}$ | 1 $\frac{7}{8}$   | 1               | 1 $\frac{3}{4}$  |
| 1345A | 5 $\frac{1}{2}$  | 1 $\frac{1}{4}$ | 2 $\frac{1}{4}$   | 1               | 3 $\frac{1}{4}$  |
| 1346A | 7                | 1 $\frac{1}{4}$ | 2                 | 1               | 5 $\frac{1}{2}$  |
| 1347A | 8 $\frac{1}{2}$  | 1 $\frac{1}{4}$ | 2 $\frac{3}{8}$   | 1               | 10               |
| 1348A | 10               | 1 $\frac{1}{2}$ | 2 $\frac{1}{2}$   | 1               | 13 $\frac{1}{2}$ |
| 1349A | 11               | 1 $\frac{1}{2}$ | 2 $\frac{13}{16}$ | 1               | 18               |
| 1350C | 13 $\frac{1}{2}$ | 2               | 3 $\frac{1}{2}$   | 1 $\frac{1}{4}$ | 31               |

Rubber tyres and Roller bearings, extra.

### H. C. SLINGSBY,

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BELFAST  
MARSEILLES



ALWAYS ROLLING ALONG AND GOING UP A STEP— **SLINGSBY, Regd.**

## Slingsby Wheels



**1351A—Cast Iron Truck Wheel**



**1381A-4C—Cast Iron Flanged Wheels**

Can be fitted to any Barrow in a few moments by removing the axle bracket with a spanner or screw driver and replacing with the axle of the wheel in position.



**1412Q—Pneumatic Tyred Barrow Wheel**  
18-inch axle, extra.

**When Ordering.**  
please give these details :—  
Overall Length of Axle.  
Inside Diameter of bracket hole.  
Width of brackets.  
Clearance from centre of axle to front board of barrow.



**1416C-E—Hand Cart Wheels**  
Iron Hubs, Wooden Spokes.

| No.   | Dia.<br>ins.     | Face<br>ins.    | Hub<br>ins.     | Bore<br>ins.    | Weight<br>lbs. | To<br>carry<br>cwts. |
|-------|------------------|-----------------|-----------------|-----------------|----------------|----------------------|
| 1351A | 8 $\frac{1}{2}$  | 1 $\frac{1}{2}$ | 1 $\frac{7}{8}$ | 1               | 9              | —                    |
| 1381A | 9                | 1 $\frac{3}{8}$ | 3 $\frac{1}{8}$ | 1               | 20             | —                    |
| 1382A | 9 $\frac{1}{2}$  | 1 $\frac{1}{2}$ | 3 $\frac{3}{4}$ | 1 $\frac{1}{2}$ | 28             | —                    |
| 1383A | 9 $\frac{3}{4}$  | 1 $\frac{1}{2}$ | 2 $\frac{7}{8}$ | 1 $\frac{1}{2}$ | 27             | —                    |
| 1384A | 10               | 2 $\frac{1}{8}$ | 3               | 1 $\frac{1}{2}$ | 19             | —                    |
| 1384B | 11 $\frac{1}{2}$ | 2               | 3 $\frac{3}{8}$ | 1 $\frac{1}{2}$ | 33             | —                    |
| 1384C | 12               | 2 $\frac{1}{2}$ | 3 $\frac{1}{2}$ | 1 $\frac{1}{2}$ | 29             | —                    |
| 1412Q | 16               | 4               | 2 $\frac{1}{2}$ | 1               | 15             | 7                    |
| 1416C | 24               | 1               | 3 $\frac{3}{4}$ | 1               | 16             | —                    |
| 1416D | 28               | 1               | 3 $\frac{3}{4}$ | 1               | 18             | —                    |
| 1416E | 20               | 1               | 3 $\frac{3}{4}$ | 1               | 14             | —                    |

Finish.—1416C to 1416E are Painted, Lined and Varnished. Iron Tyres.

## H. C. SLINGSBY,

THE LARGEST TRUCK ESTABLISHMENT IN THE WORLD.

89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

SLINGSBY (Regd. Trade Mark) — MANUFACTURES AND EXPORTS TO 110 COUNTRIES.

## Slingsby Wheels



Castor plate as illustrated  
3 $\frac{1}{4}$  x 2 $\frac{1}{4}$  ins., extra.

H. C. SLINGSBY



H. C. SLINGSBY

**1420A-3A—Malleable Iron Wheels  
in Swivel Forks**  
Wired-on Rubber Tyres.  
Ball Bearings, extra.

**1426-7—Hand Cart Wheels**

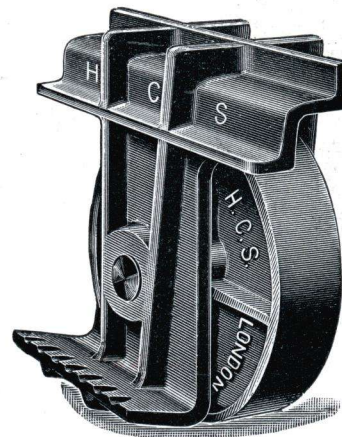
In pairs complete with axles. Iron hubs and Brass Caps.

Lift one end of case about one inch by means of a crowbar — place one claw at each side of the case as near the middle as possible, and let the load descend. The claws then grip it automatically without any fear of slipping even under the heaviest loads.



H. C. SLINGSBY

**1428-9—English Pattern Wheels**  
Tyred and Hooped. Wood Hub  
Bush is part of the Axle. Axle extra.



**1440A—Gripon Claw Wheel**

| No.                 | Dia.<br>ins.    | Face<br>ins.    | Height<br>overall<br>ins. | Bore<br>ins. | Axle<br>ins.    | Spokes          | Weight<br>lbs. |
|---------------------|-----------------|-----------------|---------------------------|--------------|-----------------|-----------------|----------------|
| 1420A               | 5 $\frac{1}{2}$ | $\frac{9}{16}$  | 14 $\frac{1}{2}$          | —            | —               | —               | —              |
| 1421A               | 6 $\frac{5}{8}$ | $\frac{3}{8}$   | 15 $\frac{1}{2}$          | —            | —               | —               | —              |
| 1422A               | 7 $\frac{1}{4}$ | $\frac{3}{4}$   | 17 $\frac{1}{2}$          | —            | —               | —               | —              |
| 1423A               | 8 $\frac{5}{8}$ | 1               | 20 $\frac{3}{4}$          | —            | —               | —               | —              |
| 1426 Any size up to | 36              | 1 $\frac{1}{8}$ | —                         | —            | 1               | 1 $\frac{1}{4}$ | —              |
| 1427 " " " "        | 36              | 1 $\frac{1}{4}$ | —                         | —            | 1 $\frac{1}{8}$ | 1 $\frac{1}{2}$ | —              |
| 1428 " " " "        | 36              | 1 $\frac{1}{4}$ | —                         | —            | —               | 1 $\frac{1}{4}$ | —              |
| 1429 " " " "        | 36              | 1 $\frac{1}{2}$ | —                         | —            | —               | 1 $\frac{1}{2}$ | —              |
| 1440A               | 6 $\frac{1}{2}$ | 1 $\frac{1}{2}$ | —                         | 1            | 1 $\frac{1}{8}$ | —               | 13             |

**H. C. SLINGSBY,**

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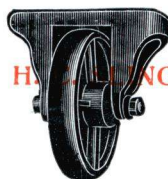
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# Slingsby Castors



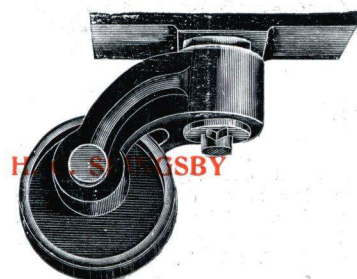
**1442-6—Bracket Wheels**  
Wrought Iron Brackets



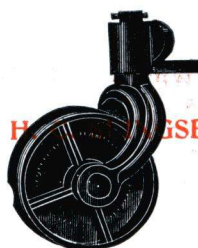
**1470-2—Bracket Wheels**  
Cast Iron.



**1475-7—Bracket Wheels**  
Cast Iron.



**1483-5—Swivel Wheels**  
Cast Iron.



**1497-9—Swivel Wheels**  
Malleable Forks



**1510-2—Swivel Wheels**  
Malleable Forks.

| No.  | Dia. of<br>Wheel<br>ins. | Face<br>ins.    | Height<br>overall<br>ins. | Bore<br>ins. | Size of<br>Plate<br>ins.          | Weight<br>lbs.<br>each |
|------|--------------------------|-----------------|---------------------------|--------------|-----------------------------------|------------------------|
| 1442 | 4 $\frac{1}{2}$          | 1 $\frac{3}{8}$ | 5                         | 1            | —                                 | 7                      |
| 1443 | 5 $\frac{1}{2}$          | 1 $\frac{3}{8}$ | 6                         | 1            | —                                 | 9                      |
| 1444 | 6 $\frac{1}{2}$          | 1 $\frac{1}{2}$ | 7 $\frac{1}{2}$           | 1            | —                                 | 11                     |
| 1445 | 8                        | 1 $\frac{3}{4}$ | 9 $\frac{1}{2}$           | 1            | —                                 | 13                     |
| 1446 | 9 $\frac{3}{4}$          | 2               | 11                        | 1            | —                                 | 19                     |
| 1470 | 6 $\frac{1}{2}$          | 1 $\frac{3}{4}$ | 8 $\frac{1}{4}$           | 1            | 8 x 5 $\frac{1}{4}$               | 13                     |
| 1471 | 8                        | 1 $\frac{3}{4}$ | 9                         | 1            | 8 $\frac{1}{2}$ x 5 $\frac{1}{2}$ | 20                     |
| 1472 | 9 $\frac{3}{4}$          | 2               | 11                        | 1            | 9 $\frac{1}{4}$ x 5 $\frac{1}{2}$ | 26                     |
| 1475 | 6 $\frac{1}{2}$          | 1 $\frac{1}{2}$ | 8                         | 1            | 9 x 3 $\frac{1}{4}$               | 14                     |
| 1476 | 8                        | 1 $\frac{3}{4}$ | 9 $\frac{1}{2}$           | 1            | 8 $\frac{3}{4}$ x 3 $\frac{1}{2}$ | 23                     |
| 1477 | 9 $\frac{3}{4}$          | 2               | 11                        | 1            | 10 x 4 $\frac{1}{2}$              | 31                     |
| 1483 | 6 $\frac{1}{2}$          | 1 $\frac{1}{2}$ | 8                         | 1            | 8 x 2 $\frac{1}{8}$               | 16                     |
| 1484 | 8                        | 1 $\frac{3}{4}$ | 10 $\frac{1}{2}$          | 1            | 8 x 2 $\frac{1}{8}$               | 19                     |
| 1485 | 9 $\frac{3}{4}$          | 2               | 12 $\frac{3}{4}$          | 1            | 8 x 2 $\frac{1}{8}$               | 26                     |
| 1497 | 6 $\frac{1}{2}$          | 1 $\frac{1}{2}$ | 13                        | —            | —                                 | 13                     |
| 1498 | 8                        | 1 $\frac{3}{4}$ | 13 $\frac{3}{4}$          | —            | —                                 | 16                     |
| 1499 | 9 $\frac{3}{4}$          | 2               | 16                        | —            | —                                 | 24                     |
| 1510 | 6 $\frac{1}{2}$          | 1 $\frac{1}{2}$ | 10 $\frac{1}{2}$          | 1            | 7 x 3 $\frac{1}{8}$               | 13                     |
| 1511 | 8                        | 1 $\frac{3}{4}$ | 12 $\frac{1}{4}$          | 1            | 7 x 3 $\frac{1}{8}$               | 15                     |
| 1512 | 9 $\frac{3}{4}$          | 2               | 12 $\frac{3}{8}$          | 1            | 7 x 3 $\frac{1}{8}$               | 24                     |

Rubber or Felt Tyres, extra.

## H. C. SLINGSBY,

FIRST IN THE WORLD TO OPEN A TRUCK SHOP,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

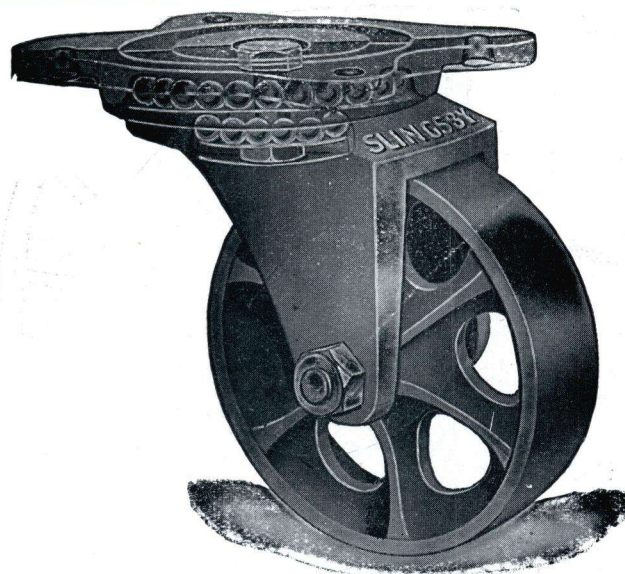
OVER 1338 EXHIBITS IN EUROPE, ASIA, AFRICA, AUSTRALASIA AND AMERICA.

## Slingsby Castors



**1513-5—Rigid Wheels**

These match the sizes of  
Swivel Castors 1530-1534



**1529-39—Whirlwind Castors**

"Swivel" design with the frictionless pivot



**1565-73B—Roller Bearing Disc Castors**

For Racks, Show Cases, Benches, Tables, etc.



**1571A—Heavy Roller Bearing Castor**

| No.  | Dia. of<br>Wheel<br>ins. | Face<br>ins. | Height<br>overall<br>ins. | Plate<br>ins. | Weight<br>per set<br>of Four<br>lbs. |
|------|--------------------------|--------------|---------------------------|---------------|--------------------------------------|
| 1513 | 2 1/2                    | 1 1/8        | 3 11/16                   | 3 3/8 x 2 5/8 | 9                                    |
| 1514 | 4                        | 1 1/2        | 5                         | 4 1/2 x 3 3/8 | 20                                   |
| 1515 | 5                        | 1 5/8        | 5 5/8                     | 4 1/2 x 3 3/8 | 22                                   |
| 1529 | 2                        | 1 1/8        | 3 3/16                    | 3 3/8 x 2 5/8 | 7 1/2                                |
| 1530 | 2 1/2                    | 1 1/8        | 3 11/16                   | 3 3/8 x 2 5/8 | 8 1/2                                |
| 1532 | 3 1/2                    | 1 1/2        | 5                         | 4 1/2 x 3 3/8 | 24                                   |
| 1534 | 4                        | 1 1/2        | 5 5/8                     | 5 1/2 x 4 1/8 | 26                                   |
| 1537 | 5                        | 1 3/4        | 6 1/2                     | 6 1/2 x 5 1/8 | 44                                   |
| 1539 | 6                        | 1 1/2        | 7 1/2                     | 6 1/2 x 5 1/8 | 55                                   |
| 1565 | 1 1/2                    | 1/2          | 2                         | 2 x 1 1/2     | 1 1/2                                |

| No.   | Dia. of<br>Wheel<br>ins. | Face<br>ins. | Height<br>overall<br>ins. | Plate<br>ins. | Weight<br>per set<br>of Four<br>lbs. |
|-------|--------------------------|--------------|---------------------------|---------------|--------------------------------------|
| 1566  | 1 3/8                    | 3/4          | 2                         | 2 1/2 x 1 3/8 | 1 3/4                                |
| 1567  | 1 3/4                    | 1 1/8        | 2 1/2                     | 2 3/8 x 1 7/8 | 3 1/4                                |
| 1568  | 2                        | 1 1/4        | 2 3/4                     | 3 x 2 3/8     | 4 1/4                                |
| 1569  | 2 3/8                    | 1 1/2        | 3 1/4                     | 4 1/2 x 2 7/8 | 10                                   |
| 1570  | 3                        | 1 1/2        | 4 1/2                     | 4 1/2 x 3 1/4 | 14 1/2                               |
| 1571  | 4                        | 1 3/8        | 5 1/2                     | 4 1/2 x 3 3/8 | 19                                   |
| 1571A | 4                        | 2 1/8        | 6 1/2                     | 6 x 4 1/4     | 39                                   |
| 1572  | 5                        | 1 3/4        | 6 1/2                     | 5 3/4 x 4 1/2 | 33                                   |
| 1573A | 6                        | 1 3/4        | 8                         | 7 x 6         | 56                                   |
| 1573B | 8                        | 3            | 10 1/2                    | 8 x 8         | 140                                  |

**H. C. SLINGSBY,**

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DUBLIN  
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NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

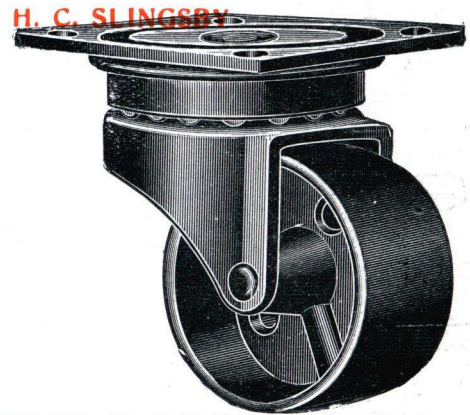
BELFAST  
MARSEILLES



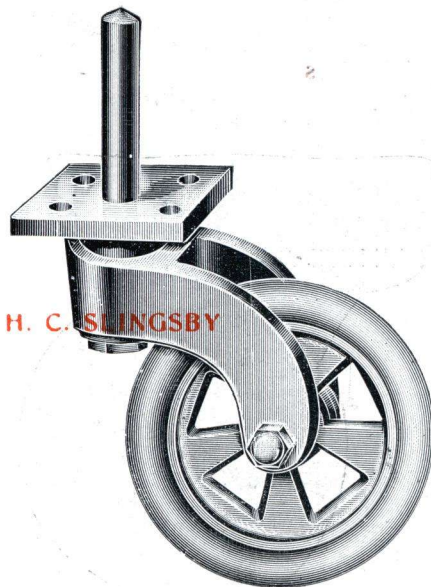
## Slingsby Castors



**1587-90—Double Wheel Castors**  
Double friction wheel top plate.



**1594-600—Steel Roller Bearing Castors**  
Rubber tyres, extra.



**1616-7—Plain Peg Castors**  
Rubber-tyred Spoked Wheel.



**1625—Screw Peg Castor**  
Rubber-tyred Spoked Wheel.

| No.  | Dia. of Wheel ins. | Face ins.        | Height overall ins. | Plate ins.                        | Weight per set of Four lbs. |
|------|--------------------|------------------|---------------------|-----------------------------------|-----------------------------|
| 1587 | 3 $\frac{1}{4}$    | 1 $\frac{3}{16}$ | 4 $\frac{3}{4}$     | 4 $\frac{1}{2}$ x 3 $\frac{1}{2}$ | 18                          |
| 1588 | 4                  | 1 $\frac{1}{8}$  | 5 $\frac{1}{2}$     | 5 $\frac{1}{2}$ x 4 $\frac{3}{8}$ | 33                          |
| 1589 | 5                  | 1 $\frac{5}{8}$  | 7 $\frac{1}{2}$     | 7 $\frac{1}{2}$ x 6               | 92                          |
| 1590 | 6                  | 2                | 8 $\frac{1}{4}$     | 7 $\frac{1}{2}$ x 6               | 112                         |
| 1594 | 2 $\frac{1}{16}$   | 5 $\frac{5}{8}$  | 1 $\frac{5}{8}$     | 1 $\frac{1}{2}$ x 1 $\frac{1}{2}$ | —                           |
| 1595 | 1 $\frac{3}{16}$   | 5 $\frac{5}{8}$  | 1 $\frac{13}{16}$   | 1 $\frac{1}{2}$ x 1 $\frac{1}{2}$ | —                           |
| 1596 | 1 $\frac{5}{16}$   | 5 $\frac{5}{8}$  | 1 $\frac{7}{8}$     | 1 $\frac{1}{2}$ x 1 $\frac{1}{2}$ | —                           |

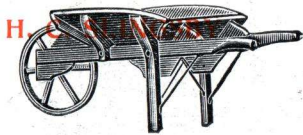
| No.  | Dia. of Wheel ins. | Face ins.       | Height overall ins.  | Plate ins.                        | Weight per set of Four lbs. |
|------|--------------------|-----------------|----------------------|-----------------------------------|-----------------------------|
| 1597 | 1 $\frac{3}{8}$    | 3 $\frac{3}{4}$ | 2                    | 1 $\frac{7}{8}$ x 1 $\frac{7}{8}$ | —                           |
| 1598 | 1 $\frac{1}{2}$    | 3 $\frac{3}{4}$ | 2 $\frac{3}{16}$     | 1 $\frac{7}{8}$ x 1 $\frac{7}{8}$ | —                           |
| 1599 | 1 $\frac{1}{2}$    | 1               | 2 $\frac{1}{2}$      | 2 $\frac{1}{4}$ x 2 $\frac{1}{4}$ | 21 $\frac{1}{2}$            |
| 1600 | 2                  | 1               | 2 $\frac{11}{16}$    | 2 $\frac{1}{4}$ x 2 $\frac{1}{4}$ | 23 $\frac{3}{4}$            |
| 1616 | 2 $\frac{1}{2}$    | —               | —                    | 1 $\frac{1}{4}$ x 1 $\frac{1}{4}$ | —                           |
| 1617 | 3                  | —               | —                    | 1 $\frac{1}{4}$ x 1 $\frac{1}{4}$ | 3                           |
| 1625 | 3                  | 1 $\frac{1}{2}$ | Ball race to spindle | —                                 | 4                           |

## H. C. SLINGSBY,

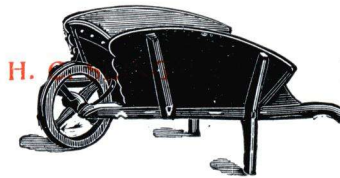
FIRST INTERNATIONAL TRUCK BUILDER,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

ONLY THE BUYERS SATISFACTION WARRANTS CONTINUOUS EXHIBITS.

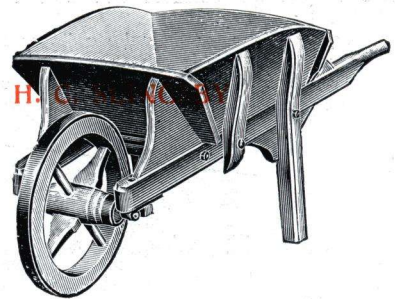
## Slingsby Barrows



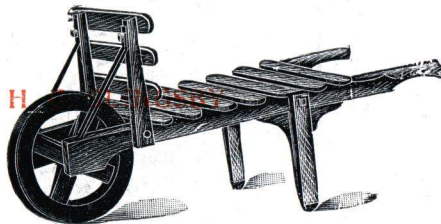
1647-8—Navy Barrows  
Cast Iron Wheel.



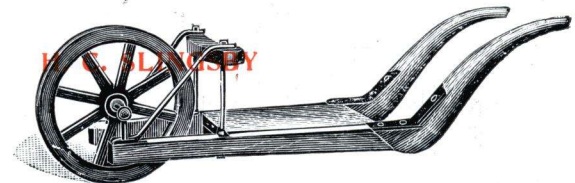
1653—Stable Barrow  
Open back.



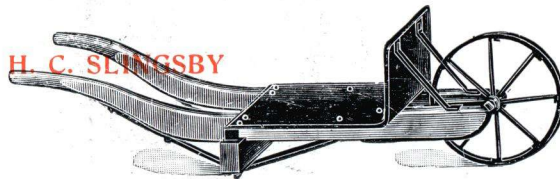
1654—Light Barrow



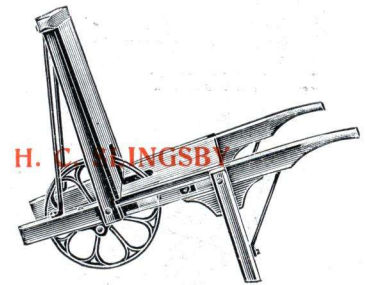
1670—Lathed Barrow



1671A—Low Barrow



1671B—Low Barrow  
Steel platform. Wrought iron wheel.



1672-2A—Crowding Barrows

| No.   | Length<br>at top<br>ft. ins.       | Width<br>at top<br>ft. ins. | Depth<br>at front<br>ins. | Average<br>Vertical<br>Depth<br>ins. | Depth<br>at back<br>ins. | Dia. of<br>Wheel<br>ins. | Weight<br>lbs. | To<br>carry<br>cwts. |
|-------|------------------------------------|-----------------------------|---------------------------|--------------------------------------|--------------------------|--------------------------|----------------|----------------------|
| 1647  | 2 6                                | 2 6                         | —                         | —                                    | —                        | 16 x 8                   | 60             | —                    |
| 1647A | 2 8                                | 2 8                         | —                         | —                                    | —                        | 16 x 8                   | 70             | —                    |
| 1648  | 2 10                               | 2 11                        | —                         | —                                    | —                        | 16 x 8                   | 84             | —                    |
| 1653  | 3 3                                | 2 10                        | 21                        | —                                    | 8                        | 18 x 1 1/2               | 108            | —                    |
| 1654  | 2 5                                | 1 10 1/2                    | 13                        | 10 3/4                               | —                        | 18 x 1 1/2               | 56             | —                    |
| 1670  | 2 4                                | 2 4                         | 16                        | —                                    | —                        | 18 x 2                   | 84             | —                    |
| 1671A | 2 2                                | 1 10                        | —                         | —                                    | —                        | 20                       | 72             | 3                    |
| 1671B | 2 2                                | 1 10                        | 12                        | —                                    | —                        | 20                       | —              | 3                    |
| 1672  | 1 4                                | 1 10                        | 28                        | —                                    | —                        | 18 x 1 1/2               | 98             | —                    |
| 1672A | as 1672 but fitted with iron legs. |                             |                           |                                      |                          |                          |                |                      |

Construction.—Hardwood, Wrought and Cast, Iron, Steel and Wooden Wheels.

Painting, extra.

### H. C. SLINGSBY,

LONDON  
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NAVAN  
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LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



ALWAYS ROLLING ALONG AND GOING UP A STEP— **SLINGSWAY, Regd.**

## Slingsby Barrows

1683 is perfectly balanced and with a full load can be easily wheeled by a boy.

Capacity 25% greater than the ordinary style, and can be wheeled and emptied with half the labour.

Can be taken right up to the mouth of furnace.



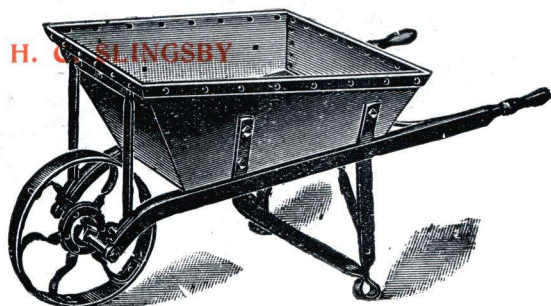
**1683—Balanced Barrow**

Tubular frame, Steel body and wheel.



**1707-11—Light Iron Barrows**

Strong wire round top.  
Japanned all over. Galvanized, extra.



**1712-2A—Iron Barrows**

Strong band round top.  
1712 has Galvanized Body.



**1712-2A—Iron Barrows**

Detachable lid. Body Galvanized, extra.

| No.   | Length<br>inside<br>ins. | Width<br>ins. | Depth<br>ins. | Dia. of<br>Wheel<br>ins. | Gauge<br>of body | Weight<br>lbs. | Capacity<br>cubic ft. |
|-------|--------------------------|---------------|---------------|--------------------------|------------------|----------------|-----------------------|
| 1683  | 42                       | 34            | 15½           | 15½                      | 14               | 112            | 5                     |
| 1707  | 22                       | 18½           | 12            | 14                       | 22               | 30             | 1                     |
| 1708  | 25                       | 21            | 14            | 14                       | 20               | 42             | 1½                    |
| 1709  | 30                       | 25            | 19            | 16                       | 20               | 65             | 3                     |
| 1711  | 28                       | 23½           | 15            | 14                       | 20               | 56             | 2                     |
| 1712  | 33½                      | 27            | 15            | 16                       | 18               | 80             | 3                     |
| 1712A | 30                       | 24            | 13            | 16                       | 18               | 70             | 2½                    |
| 1724  | 31                       | 24            | 17½           | 16                       | 20               | 120            | 3½                    |
| 1725  | As 1724 but without lid  |               |               | 16                       | 20               | 110            | 3½                    |

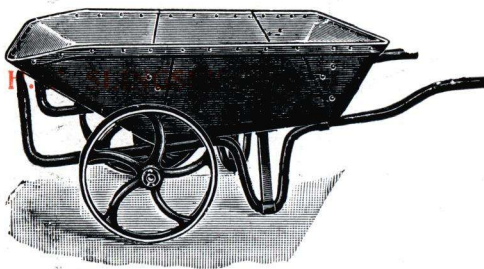
## H. C. SLINGSBY,

FIRST IN THE WORLD TO EXPORT TRUCKS BY AIR,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

SLINGSBY (Regd. Trade Mark) —MANUFACTURES AND EXPORTS TO 110 COUNTRIES.

## Slingsby Barrows

Handles turn over the lower part of back to serve as rests when stationary.



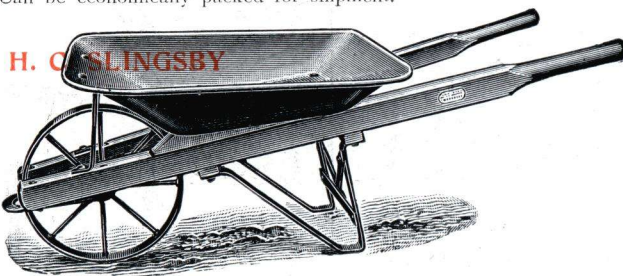
1741-3A—Two-wheeled Tilting Barrows



1744-5—Galvanized Iron Cinder Barrows

Loose lid, extra.

Can be economically packed for shipment.



1752A—Stamped Steel Barrow

Body in one piece from Steel Plate with Stiffening rod at Top, Japanned Black Wooden Frame, Wrought Wheel and Legs.



1753—Navy Barrow

Steel Body, Wooden Frame and Steel Legs, Crucible Steel Wheel.

Light on hands (when empty, 18lbs.)

| No.   | Length<br>inside<br>ins. | Width<br>ins. | Width<br>overall<br>ins. | Depth<br>ins. | Height<br>ins. | Dia. of<br>Wheels<br>ins. | Gauge<br>of body<br>ins. | Weight<br>lbs. | Capacity<br>cubic ft. |
|-------|--------------------------|---------------|--------------------------|---------------|----------------|---------------------------|--------------------------|----------------|-----------------------|
| 1741  | 42                       | 34            | 41                       | 22            | 26             | 18                        | 10 & 12                  | 168            | —                     |
| 1742  | 40                       | 32            | 41                       | 20            | 24             | 18                        | 10 & 12                  | 150            | —                     |
| 1743A | 49                       | 40            | 43                       | 25            | 30             | 18                        | 10 & 12                  | 180            | —                     |
| 1744  | 44                       | 24            | 33                       | 17            | 30             | 24                        | 20                       | —              | 7½                    |
| 1745  | 50                       | 30            | 41                       | 20            | 33             | 24                        | 20                       | —              | 12½                   |
| 1752A | 32                       | 28            | —                        | 11            | —              | —                         | 16                       | 70             | —                     |
| 1753  | 31                       | 28            | —                        | 12            | 18             | 16                        | 14                       | 70             | —                     |

**H. C. SLINGSBY.**

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MANCHESTER  
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GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



LARGEST EXHIBITOR OF TRUCKS IN THE WORLD.

## Slingsby Barrows

These Barrows are well balanced, the greatest possible proportion of the load being carried on the wheel. The frame is designed so that the edge of the body is as nearly as possible horizontal when being wheeled. This is important for the carrying of liquids or semi-liquids.

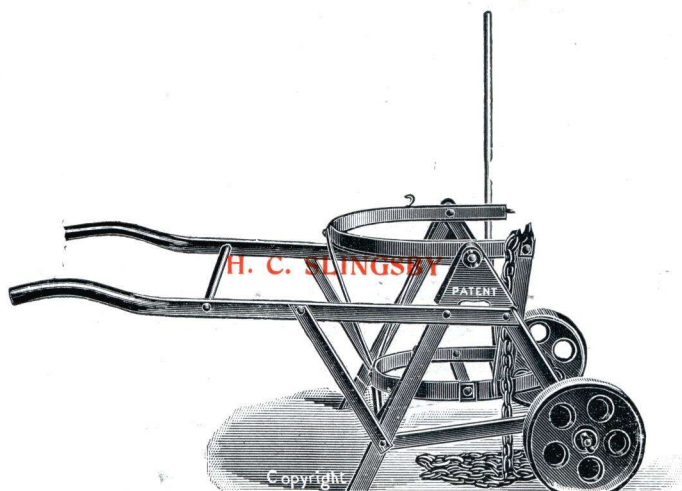


**1755B-8C—Tubular Steel Barrows**

Solid Pressed Seamless bodies in one piece.

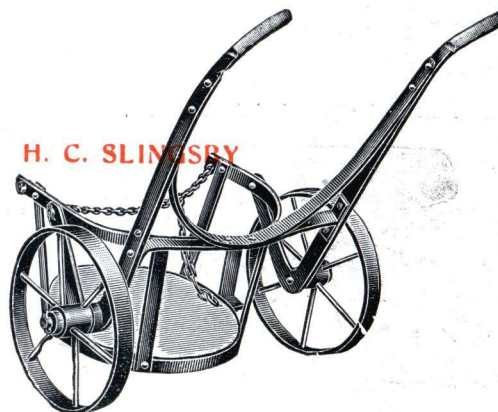


**1761-1J—Coke, Coal and Ash Barrows**



**1775—Carboy Barrow**

One man can with ease Insert, Wheel and tip a Carboy weighing 125 to 198 lbs. having complete control over same.



**1775C—Carboy Carrying Barrow**

For Carboys 24 ins. dia.

| No.   | Length<br>inside<br>ins. | Length<br>overall<br>ins. | Width<br>ins.    | Depth<br>at front<br>ins. | Height<br>ins. | Dia. of<br>Wheels<br>ins. | Gauge<br>of Body | Weight<br>lbs. | Capacity<br>cubic ft. |
|-------|--------------------------|---------------------------|------------------|---------------------------|----------------|---------------------------|------------------|----------------|-----------------------|
| 1755B | 33                       | 62                        | 30               | 8                         | —              | 16 x 1 $\frac{3}{4}$      | 18               | 60             | 3                     |
| 1757B | 34                       | 62                        | 29               | 16                        | —              | 16 x 1 $\frac{3}{4}$      | 16               | 70             | 4                     |
| 1758C | 41                       | 63                        | 35               | 21                        | —              | 16 x 1 $\frac{3}{4}$      | 13               | 78             | 6                     |
| 1761  | 41                       | —                         | 36               | 24                        | 30             | 16                        | 12               | 140            | —                     |
| 1761A | 39                       | —                         | 33               | 22                        | 28             | 16                        | 12               | 132            | —                     |
| 1761B | 39                       | —                         | 33               | 21                        | 26             | 16                        | 12               | 121            | —                     |
| 1761C | 36                       | —                         | 30               | 21                        | 26             | 16                        | 12               | 112            | —                     |
| 1761D | 40                       | —                         | 34               | 20                        | 27             | 16                        | 13               | 102            | —                     |
| 1761E | 36                       | —                         | 31               | 17                        | 23             | 16                        | 14               | 98             | —                     |
| 1761G | 34                       | —                         | 29               | 14                        | 21             | 16                        | 14               | 91             | —                     |
| 1761I | 39                       | —                         | 35               | 18                        | 24             | 16                        | 12               | 135            | —                     |
| 1761J | 38                       | —                         | 32               | 20                        | 26             | 16                        | —                | 130            | —                     |
| 1775  | —                        | 45                        | 31 $\frac{1}{4}$ | —                         | 38             | 9                         | —                | 75             | —                     |
| 1775C | —                        | 47                        | 37               | 13                        | —              | 16                        | —                | 120            | —                     |

### H. C. SLINGSBY,

THE LARGEST TRUCK ESTABLISHMENT IN THE WORLD.

89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.

22 & 22BIS, RUE DE CHABROL, PARIS.

OVER 1338 EXHIBITS IN EUROPE, ASIA, AFRICA, AUSTRALASIA AND AMERICA.

## Slingsby Ladders

| No.   | Number of Rungs | No.   | Number of Rungs |
|-------|-----------------|-------|-----------------|
| 1798  | 17              | 1799N | 58              |
| 1798A | 18              | 1799O | 59              |
| 1798B | 19              | 1799P | 60              |
| 1798C | 20              | 1799Q | 61              |
| 1798D | 21              | 1799R | 62              |
| 1798E | 22              | 1799S | 63              |
| 1798F | 23              | 1799T | 64              |
| 1798G | 24              | 1799U | 65              |
| 1798H | 25              | 1799V | 66              |
| 1798I | 26              | 1799W | 67              |
| 1798J | 27              | 1799X | 68              |
| 1798K | 28              | 1799Y | 69              |
| 1798L | 29              | 1799Z | 70              |
| 1798M | 30              | 1800  | 71              |
| 1798N | 31              | 1800A | 72              |
| 1798O | 32              | 1800B | 73              |
| 1798P | 33              | 1800C | 74              |
| 1798Q | 34              | 1800D | 75              |
| 1798R | 35              | 1800E | 76              |
| 1798S | 36              | 1800F | 77              |
| 1798T | 37              | 1800G | 78              |
| 1798U | 38              | 1800H | 79              |
| 1798V | 39              | 1800I | 80              |
| 1798W | 40              | 1800J | 81              |
| 1798X | 41              | 1800K | 82              |
| 1798Y | 42              | 1800L | 83              |
| 1798Z | 43              | 1800M | 84              |
| 1799  | 44              | 1800N | 85              |
| 1799A | 45              | 1800O | 86              |
| 1799B | 46              | 1800P | 87              |
| 1799C | 47              | 1800Q | 88              |
| 1799D | 48              | 1800R | 89              |
| 1799E | 49              | 1800S | 90              |
| 1799F | 50              | 1800T | 91              |
| 1799G | 51              | 1800U | 92              |
| 1799H | 52              | 1800V | 93              |
| 1799I | 53              | 1800W | 94              |
| 1799J | 54              | 1800X | 95              |
| 1799K | 55              | 1800Y | 96              |
| 1799L | 56              | 1800Z | 97              |
| 1799M | 57              |       |                 |

### 1798-1800Z—Pole Ladders

**Construction.**—Best selected Timber.  
Three rungs of English Ash every two feet.

**Finish.**—In the white.

Painted two coats, 10% extra.

| No.  | Length Feet | Width inside ins. | Number of Rungs | Sides ins. |
|------|-------------|-------------------|-----------------|------------|
| 1811 | 8           | 12                | 8               | 2 x 1      |
| 1812 | *10         | 12                | 11              | 2 x 1      |
| 1813 | 10          | 12                | 11              | 2½ x 1     |
| 1814 | *12         | 12                | 13              | 2 x 1      |
| 1815 | 12          | 12                | 13              | 2½ x 1     |
| 1816 | 14          | 12                | 16              | 2½ x 1½    |
| 1817 | 16          | 12                | 18              | 2½ x 1½    |
| 1818 | 18          | 12                | 20              | 2½ x 1½    |
| 1819 | 20          | 12                | 23              | 2½ x 1½    |
| 1820 | 22          | 12                | 25              | 2½ x 1½    |
| 1821 | 25          | 12½               | 29              | 3 x 1½     |

\*Extra Light

### Enormous Strength

**Construction.**—  
Best selected Timber, trussed with Channel Steel; Best Hardwood Rungs.

**Finish.**—Wood Varnished.

### Wonderful Lightness

**Extras.**  
Painted, two coats.....10%  
Special Finish, mahogany stain with padded crosspiece.....25%  
Crosspiece at top.  
Crosspiece padded.



H. C. SLINGSBY

1801-1K—Plain Flat Side Ladders

| No.   | Height feet | Weight lbs. |
|-------|-------------|-------------|
| 1801  | 7           | 12          |
| 1801A | 8           | 14          |
| 1801B | 9           | 16          |
| 1801C | 10          | 18          |
| 1801D | 11          | 20          |
| 1801E | 12          | 22          |
| 1801F | 13          | 24          |
| 1801G | 14          | 26          |
| 1801H | 15          | 28          |
| 1801I | 16          | 37          |
| 1801J | 17          | 40          |
| 1801K | 18          | 43          |

**Construction.**—Selected Timber.  
Hardwood Rungs spaced 10 inches and bolted.  
Sides up to 12ft. 2½ x 1 inch.  
13ft. to 18ft. 2½ x 1½ inches.

**Finish.**—Varnished.



WHY TUSSLE WITH A TREE?

1811-21—Steelback Single Section Ladders  
Youth rearing a 12ft. ladder against the wall with one hand.

H. C. SLINGSBY,

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

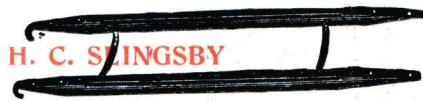
BELFAST  
MARSEILLES



SATISFIED CUSTOMERS MAINTAIN CONTINUOUS EXHIBITS THROUGHOUT THE WORLD.

## Slingsby Ladders

The wonderful lightness and strength of Slingsby-Steelback Skids is unequalled, being from 20 to 50% lighter and much stronger than the ordinary Skid. The carrying capacity is enormously increased without adding to the weight.



H. C. SLINGSBY

### 1823A-I—Skids

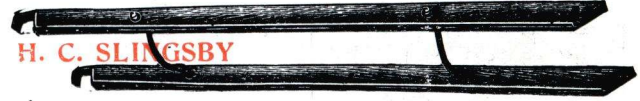
Heavily Ironed at both ends.

| No.   |       | Length<br>feet | Sides<br>ins. | Number of<br>Crossbars | Weight<br>lbs. |
|-------|-------|----------------|---------------|------------------------|----------------|
| 1823A | Light | 6              | 1 1/2 x 2 3/4 | 2                      | 24             |
| 1823B | —     | 6              | 1 3/4 x 3     | 2                      | 36             |
| 1823C | Light | 7              | 1 1/2 x 2 3/4 | 2                      | 28             |
| 1823D | —     | 7              | 1 3/4 x 3     | 2                      | 40             |
| 1823E | Light | 8              | 1 1/2 x 2 3/4 | 3                      | 30             |
| 1823F | —     | 8              | 1 3/4 x 3     | 3                      | 48             |
| 1823G | —     | 9              | 1 3/4 x 3     | 3                      | 52             |
| 1823H | —     | 10             | 1 3/4 x 3     | 3                      | 58             |
| 1823I | —     | 12             | 1 3/4 x 4     | 4                      | 90             |

Construction.—Best selected Hardwood.

Finish.—Wood Varnished, Iron Blacked.

Iron crossbars.



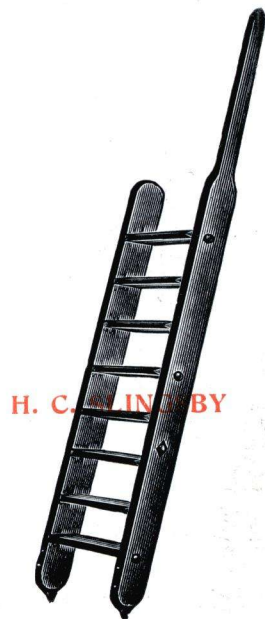
H. C. SLINGSBY

### 1824-4H—Steelback Skids

| No.   |       | Length<br>feet | Sides<br>ins. | Cross<br>Bars | Weight<br>lbs. | To<br>carry<br>cwts. |
|-------|-------|----------------|---------------|---------------|----------------|----------------------|
| 1824  | Light | 6              | 1 x 2         | 2             | 20             | 4                    |
| 1824A | —     | 6              | 1 1/8 x 2 1/2 | 2             | 26             | 7                    |
| 1824B | Light | 7              | 1 x 2         | 2             | 34             | 4                    |
| 1824C | —     | 7              | 1 1/2 x 3     | 2             | 30             | 7                    |
| 1824D | Light | 8              | 1 1/8 x 2 1/2 | 3             | 28             | 5                    |
| 1824E | —     | 8              | 1 1/2 x 3     | 3             | 56             | 8                    |
| 1824F | —     | 9              | 1 1/2 x 3     | 3             | 68             | 9                    |
| 1824G | —     | 10             | 1 3/4 x 3     | 3             | 84             | 10                   |
| 1824H | —     | 12             | 1 3/4 x 4     | 4             | 86             | 11                   |

Construction.—Selected Hickory, trussed with Channel steel liners on Underside, Iron Crossbars.

Finish.—Wood Varnished, Iron Blacked.



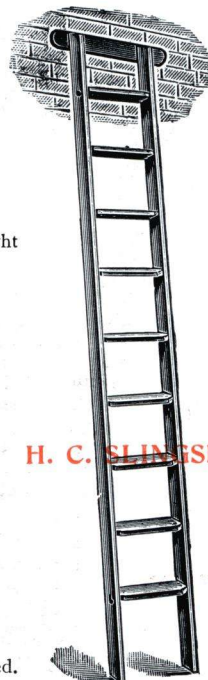
H. C. SLINGSBY

### 1826-6J—Loading Ladders

| No.   | Height<br>feet |
|-------|----------------|
| 1826  | 6              |
| 1826A | 7              |
| 1826B | 8              |
| 1826C | 9              |
| 1826D | 10             |
| 1826E | 11             |
| 1826F | 12             |
| 1826G | 13             |
| 1826H | 14             |
| 1826I | 15             |
| 1826J | 16             |

Construction.—Heavy treads 6 inches apart. Well bolted, iron spikes at foot to prevent slipping.

Finish.—Varnished.



H. C. SLINGSBY

### 1828-33—Shelf Ladders

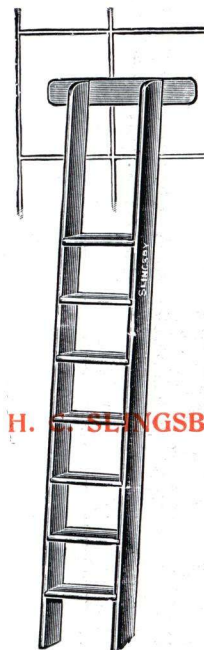
| No.  | Height<br>feet |
|------|----------------|
| 1828 | 7              |
| 1829 | 8              |
| 1830 | 9              |
| 1831 | 10             |
| 1832 | 11             |
| 1833 | 12             |

Construction.—Best selected timber, wide flat treads.

Extras:—

Finish.—Varnished.

Padded crosspiece. Rubber Shoes. In hardwood. Wide parcel-rest on top.



H. C. SLINGSBY

### 1828A-33A—Shelf Ladders

Without top tread.

Without top tread to enable packages to be passed through

| No.   | Height<br>feet |
|-------|----------------|
| 1828A | 7              |
| 1829A | 8              |
| 1830A | 9              |
| 1831A | 10             |
| 1832A | 11             |
| 1833A | 12             |

Construction.—Best selected timber, wide flat treads.

Finish.—Varnished.

## H. C. SLINGSBY,

FIRST IN THE WORLD TO OPEN A TRUCK SHOP,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

ONLY THE BUYERS SATISFACTION WARRANTS CONTINUOUS EXHIBITS.

## Slingsby Ladders



H. C. SLINGSBY

| No.  | Height closed<br>ft. ins. | Height open<br>ft. ins. | Number<br>of treads |
|------|---------------------------|-------------------------|---------------------|
| 1834 | 4 7                       | 4 3                     | 5                   |
| 1835 | 5 6                       | 5 1                     | 6                   |
| 1836 | 6 7                       | 5 11                    | 7                   |
| 1837 | 7 6                       | 6 9                     | 8                   |
| 1838 | 8 5                       | 7 7                     | 9                   |
| 1839 | 9 4                       | 8 6                     | 10                  |

| No.   | Height to platform<br>ft. ins. | Man can reach<br>ft. ins. | Without rest<br>Knee rest<br>No. |
|-------|--------------------------------|---------------------------|----------------------------------|
| 1840F | 3 0                            | 9 0                       | 1840Y                            |
| 1840G | 3 6                            | 9 6                       | 1840Z                            |
| 1840H | 3 9                            | 9 9                       | 1840ZA                           |
| 1840J | 4 6                            | 10 6                      | 1841                             |
| 1840K | 5 3                            | 11 3                      | 1842                             |
| 1840L | 6 0                            | 12 0                      | 1843                             |
| 1840M | 7 0                            | 13 0                      | 1844                             |
| 1840N | 8 0                            | 14 0                      | 1845                             |
| 1840P | 9 0                            | 15 0                      | 1846                             |
| 1840Q | 10 0                           | 16 0                      | 1846A                            |
| 1840R | 11 0                           | 17 0                      | 1846B                            |
| 1840S | 12 0                           | 18 0                      | 1846C                            |
| 1840T | 13 0                           | 19 0                      | 1846D                            |
| 1840U | 14 0                           | 20 0                      | 1846E                            |
| 1840V | 15 0                           | 21 0                      | 1846R                            |
| 1840W | 16 0                           | 22 0                      | 1846S                            |
| 1840X | 18 0                           | 24 0                      | 1846T                            |

Do not order them too high. I find this a frequent occurrence.

Construction.—Selected Timber.  
Finish.—Varnished.



Both hands free to work with when standing on platform.

1840F-X—Folding Platform Steps

With extended sides and Knee rest.



H. C. SLINGSBY

| No.   | Size<br>ins. |
|-------|--------------|
| 1847F | 1            |
| 1847G | 1½           |
| 1847H | 1¾           |

The weight has been reduced to a minimum.

Octopus Non-slip Ladder surefect isolate ladder from the ground.

Non-Conductor.

Prevent Electric shock.

The Reinforced Rubbers double the life of this important part of the attachment.

Locking Device—The locking portion ensures the proper angle for working ladders.



H. C. SLINGSBY

No.  
1847S

Instantly fitted to any rung of Ladder giving a firm, secure foothold leaving both hands free.

Construction.—Best selected Timber.

Adjustable from 9½ to 10½ ins. by ¾ Bolts, spring washers and wing nuts.

Finish.—Varnished.

1847F-H—Octopus Non-slip Ladder Surefect

1847S—Man Stand

Hooked on rungs of Ladder.

**H. C. SLINGSBY,**

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NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



# SLINGSBY-STEELBACK PATENT SLIDING LADDERS

**New  
System!—**

Wood in Compression.

Minimum Weight.

20 to 50 per cent. lighter than other ladders.

Steel in Tension.

Ladder 12lbs.

Maximum Strength.

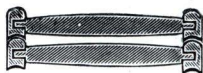
Load 1,200lbs.

200 to 300 per cent stronger than other ladders.

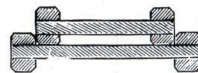
**O**RDINARY Ladders have to be made **thick and heavy** to stand ordinary work; in case of excess load the **wood breaks**. In **Steelback Ladders** the wood has to **crush not break**.

Front and Back Sections are of identical contour and size.

Sections fit dead on each other, thus:—



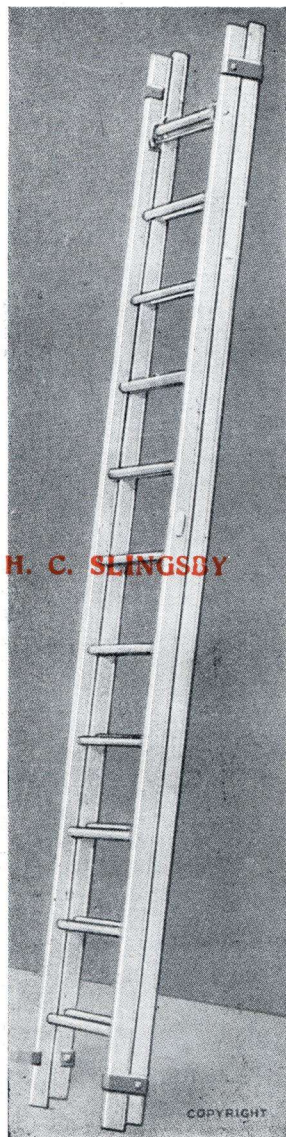
Other Extension  
Ladders fit one  
inside the other  
thus:—



They are exactly the same width, and can be quickly separated, making two full-width independent ladders

Extension Section goes up at back, not at front, thus avoiding any possibility of man missing his footing when descending ladders as in other types.

The **Extension Section** hanging from the bottom section instead of resting on or riding up it, makes the **Extension Section** much easier to raise especially so as the **Extension Section** slides with its **Steelback** only on about a total of 2-in. spring steel. It will also be readily seen that there is far less friction in steel-to-steel as compared with the usual wood-to-wood, i.e., sliding against the rungs and along the side of the vertical members as in other ladders.



H. C. SLINGSBY

COPYRIGHT

1853 in two sections. **CLOSED**.  
A man at my Bradford Factory  
has reared and extended Ladder  
1864 to 48 feet high.

| No.                | 2 Sections<br>Closed<br>feet | 3 Sections<br>Closed<br>ft. ins. | Height<br>Extended<br>feet |
|--------------------|------------------------------|----------------------------------|----------------------------|
| 1848 ... ..        | 5 ...                        | — ...                            | 8                          |
| 1849 ... ..        | 6 ...                        | 5 0 ...                          | 10                         |
| 1850 ... ..        | 7 ...                        | 5 8 ...                          | 12                         |
| 1851 ... ..        | 8 ...                        | 6 4 ...                          | 14                         |
| 1852 ... ..        | 9 ...                        | 7 0 ...                          | 16                         |
| 1853 <b>Light</b>  | 10 ...                       | 7 8 ...                          | 18                         |
| *1854 ... ..       | 10 ...                       | 7 8 ...                          | 18                         |
| 1855 <b>Light</b>  | 11 ...                       | 8 4 ...                          | 20                         |
| *1856 ... ..       | 11 ...                       | 8 4 ...                          | 20                         |
| 1857 <b>Light</b>  | 12 ...                       | 9 0 ...                          | 22                         |
| *1858 ... ..       | 12 ...                       | 9 0 ...                          | 22                         |
| *1859 ... ..       | 14 ...                       | 10 4 ...                         | 26                         |
| 1859A <b>Light</b> | 14 ...                       | 10 4 ...                         | 26                         |
| *1860 ... ..       | 16 ...                       | 11 8 ...                         | 30                         |
| 1860A <b>Light</b> | 16 ...                       | 11 8 ...                         | 30                         |
| 1861 ... ..        | 18 ...                       | 13 0 ...                         | 34                         |
| 1862 ... ..        | 20 ...                       | 14 4 ...                         | 38                         |
| 1863 ... ..        | 22 ...                       | 15 8 ...                         | 42                         |
| 1864 ... ..        | 25 ...                       | 17 8 ...                         | 48                         |
| 1864A ... ..       | — ...                        | 18 4 ...                         | 50                         |
| 1864B ... ..       | — ...                        | 20 0 ...                         | 55                         |
| 1864C ... ..       | — ...                        | 21 8 ...                         | 60                         |
| 1864D ... ..       | — ...                        | 23 4 ...                         | 65                         |
| 1864E ... ..       | — ...                        | 25 0 ...                         | 70                         |

\*1854, 1856, 1858, 1859 and 1860 are made of stouter timber for heavy work.

**Construction.**—Best selected timber, trussed with Channel Steel: best Hardwood Rungs, spaced at 10in. centres. Rungs are tested in a special machine equivalent to suspending a weight of 700lbs. in centre of rungs. Rungs do **not** pass right through the longitudinal members and are driven in tight, having a shoulder at each end, thus preventing any chance of water getting in joints.

1860 and upwards are fitted with wheels at top to facilitate extension against walls.

**Finish:** Wood Varnished.

**Extras.** Painted, two coats.....10 per cent.  
Special Finish, mahogany stain,  
with padded crosspiece.....25 per cent.

Crosspiece at top, plain or padded.

Arms and Rubber-tyred wheels to fix at top.

Detachable Taper Top, safe, strong, for any size:—

5ft. long overall for light ladders.

6ft. long overall for heavy ladders.



H. C. SLINGSBY

**TESTING.**—Steelback 1862 in 2 sections extended, bearing 10 men whose combined weight is 13cwt., (1,456 lbs.). A Youth has reared and extended this 38ft. ladder.

## H. C. SLINGSBY,

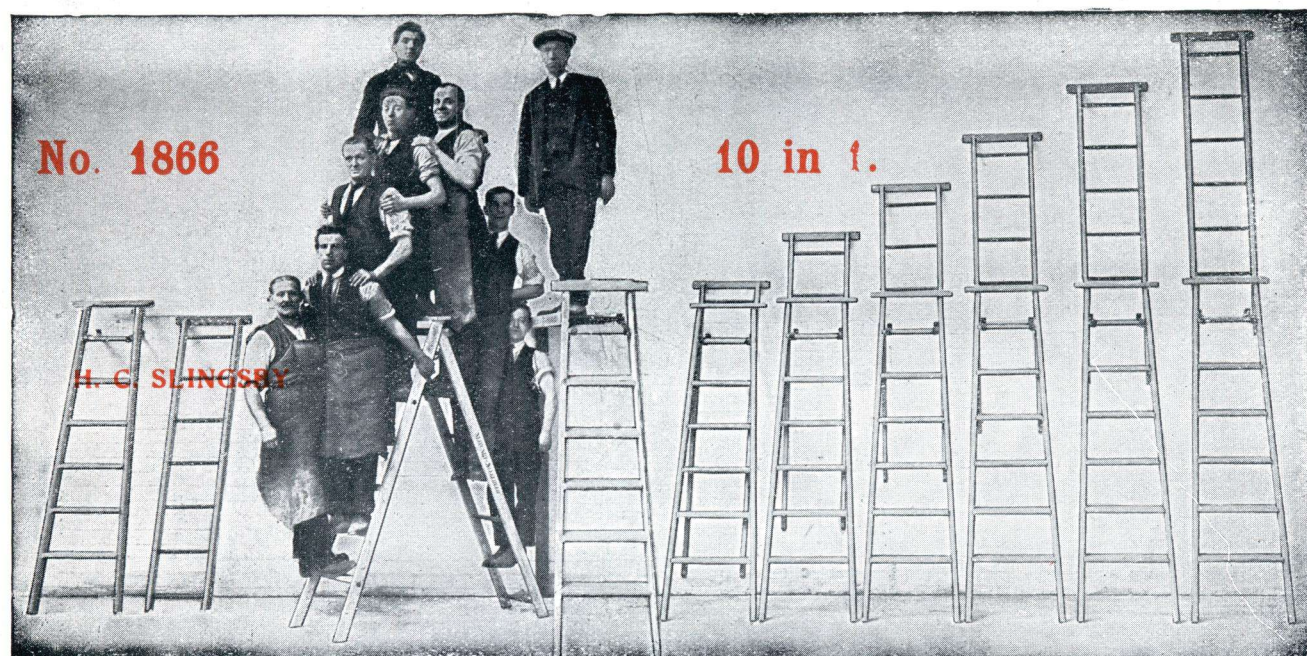
THE INTERNATIONAL LADDER BUILDER,

89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.

22 & 22BIS, RUE DE CHABROL, PARIS.



# SLINGSBY-STEELHELD (10 a Minute) EXTENSION STEP-LADDERS

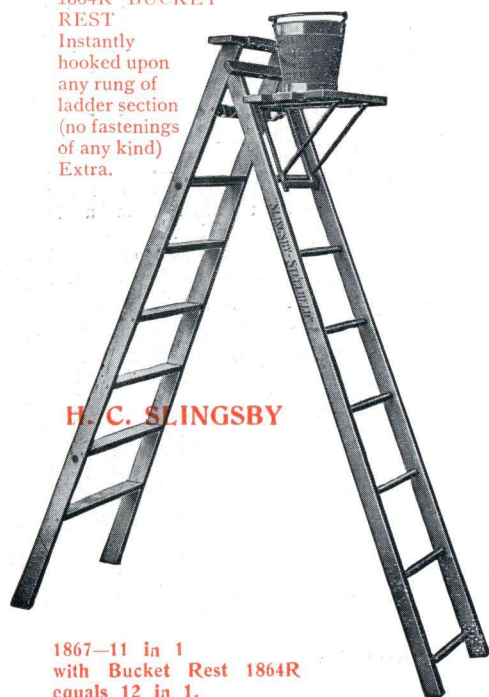


| 1                    | 2                     | 3  | 4                                | 5         | 6         | 7         | 8         | 9          | 10         |
|----------------------|-----------------------|--|----------------------------------|-----------|-----------|-----------|-----------|------------|------------|
| Single Steps<br>6ft. | Single Ladder<br>6ft. | Double Steps bearing 8 men<br>weight<br>1210lbs. | Trestle bearing 1 man<br>140lbs. | 6ft. 7in. | 7ft. 5in. | 8ft. 3in. | 9ft. 1in. | 9ft. 11in. | 10ft. 9in. |

You can have any of the above articles in six seconds or all 10 in 1 minute; nothing to handle but the two single ladders. Just hook one on to the other like clasping your hands—that's all. No Hinges. No Bolts to shoot. No Chains. No Stampings. No Cords. No Nuts to screw. Always firmly held by the two fixed spring steel holders. You can hang each section vertically or horizontally.

## 1864R BUCKET REST

Instantly hooked upon any rung of ladder section (no fastenings of any kind) Extra.



1867—11 in 1 with Bucket Rest 1864R equals 12 in 1.

| No.   | No in one | Height as Steps Closed feet | Height as Steps open ft. ins. | Height fully Extended feet | Weight lbs. |
|-------|-----------|-----------------------------|-------------------------------|----------------------------|-------------|
| 1864L | 8         | 4                           | 3 9                           | 7                          | 17          |
| 1865  | 9         | 5                           | 4 9                           | 9                          | 19          |
| 1866  | 10        | 6                           | 5 7                           | 11                         | 21          |
| 1867  | 11        | 7                           | 6 6                           | 13                         | 24          |
| 1868  | 12        | 8                           | 7 5                           | 15                         | 28          |
| 1869  | 13        | 9                           | 8 4                           | 17                         | 32          |
| 1870  | 14        | 10                          | 9 4                           | 19                         | 37          |
| 1870A | 15        | 11                          | 10 2                          | 21                         | 49          |
| 1870B | 16        | 12                          | 11 0                          | 23                         | 56          |

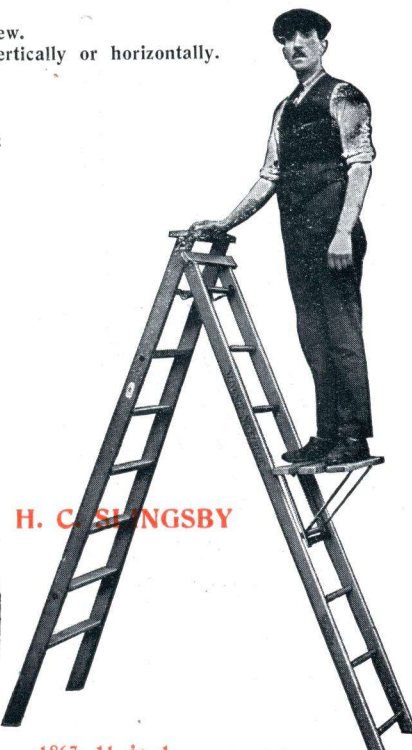
Sets up straight to the job NOT at right angles to it. Reaches the exact spot NOT below or above it. Most simple changing. 10th position to 3rd direct, 4th position to 9th direct, etc.

**CONSTRUCTION:** Specially selected Timber. Securely tied. Back extension section of all steps has a cross-piece at top to rest against window sashes or shelving.

**FINISH:** Varnished.

Made of selected Ash no stain or varnish, 25 per cent extra.

1870C—Rubber Shoes, extra.



1867—11 in 1 with man standing on Bucket Rest 1864R equals 12 in 1.

## H. C. SLINGSBY,

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LARGEST EXHIBITOR OF TRUCKS IN THE WORLD.

# Slingsby Ladders



H. C. SLINGSBY

1871-9A—Hinged Back Steps

| No.         | Height<br>Closed<br>Ft. | Height<br>Open<br>ft. ins. | No. of<br>Treads |
|-------------|-------------------------|----------------------------|------------------|
| 1871        | 5                       | 4 7                        | 6                |
| 1871A Light | 5                       | 4 7                        | 6                |
| 1872        | 6                       | 5 6                        | 8                |
| 1872A Light | 6                       | 5 6                        | 8                |
| 1873        | 7                       | 6 6                        | 9                |
| 1873A Light | 7                       | 6 6                        | 9                |
| 1874        | 8                       | 7 4                        | 10               |
| 1874A Light | 8                       | 7 4                        | 10               |
| 1875        | 9                       | 8 3                        | 11               |
| 1875A Light | 9                       | 8 3                        | 11               |
| 1876        | 10                      | 9 2                        | 12               |
| 1876A Light | 10                      | 9 2                        | 12               |
| 1877        | 11                      | 10 1                       | 13               |
| 1877A Light | 11                      | 10 1                       | 13               |
| 1878        | 12                      | 11 0                       | 14               |
| 1878A Light | 12                      | 11 0                       | 14               |
| 1879        | 13                      | 11 11                      | 16               |
| 1879A Light | 13                      | 11 11                      | 16               |

Construction.—Best selected timber.

Strong ropes.

Sides 2½ ins. x 1 in.

treads 3½ ins. x ¾ ins.

Light designs: 2½ ins. x ¾ in.

treads 3½ ins. x ¾ in.

Finish.—Varnished.



H. C. SLINGSBY

1880-1—Loading Steps

| No.  | Height<br>feet |
|------|----------------|
| 1880 | 4              |
| 1881 | 5              |

Construction.—Best selected timber.

Finish.—Varnished.



H. C. SLINGSBY

1882-2G—Library Steps

| No.   | Height to<br>Platform<br>ft. ins. |
|-------|-----------------------------------|
| 1882  | 3 0                               |
| 1882A | 4 0                               |
| 1882B | 5 0                               |
| 1882C | 6 0                               |
| 1882D | 7 0                               |
| 1882E | 8 0                               |
| 1882F | 9 0                               |
| 1882G | 10 0                              |

Construction.—Selected timber.

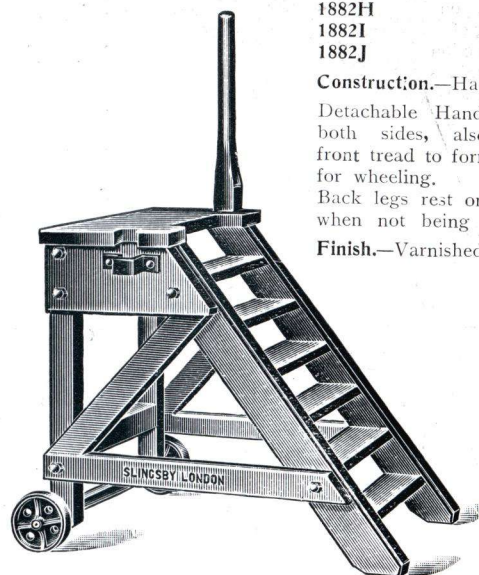
Wide top platform.

14 x 10 ins., and hand

pole.

Finish.—Varnished.

Extras:—Legs hinged to fold.  
Mounted on wheels  
In hardwood.  
Detachable handpole.



| No.   | Height to<br>Platform<br>ft. ins. |
|-------|-----------------------------------|
| 1882H | 3 0                               |
| 1882I | 3 6                               |
| 1882J | 4 0                               |

Construction.—Hardwood.

Detachable Handpole fits both sides, also under front tread to form handle for wheeling.

Back legs rest on ground when not being wheeled.

Finish.—Varnished.

1882H-J—Platform Loading Steps

## H. C. SLINGSBY,

FIRST IN THE WORLD TO EXPORT TRUCKS BY AIR,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

OVER 1338 EXHIBITS IN EUROPE, ASIA, AFRICA, AUSTRALASIA AND AMERICA.

## Slingsby Ladders



1884-4K—Double Steps

| No.   | Height<br>Closed<br>feet | Height<br>open to<br>top tread<br>ft. ins. |
|-------|--------------------------|--|
| 1884  | 2                        | 1 7  |
| 1884A | 3                        | 2 6  |
| 1884B | 4                        | 3 5  |
| 1884C | 5                        | 4 4  |
| 1884D | 6                        | 5 4  |
| 1884E | 7                        | 6 3  |
| 1884F | 8                        | 7 2  |
| 1884G | 9                        | 8 1  |
| 1884H | 10                       | 9 5  |
| 1884I | 11                       | 10 4                                       |
| 1884J | 12                       | 11 3                                       |
| 1884K | 14                       | 13 1                                       |

**Construction.**—  
Fitted with wide flat treads  
both sides and well bolted.  
Strong hinges.

**Finish.**—Varnished.

Can be made fixed instead  
of hinged.

Hardwood, extra.



1885-8—Fixed Steps

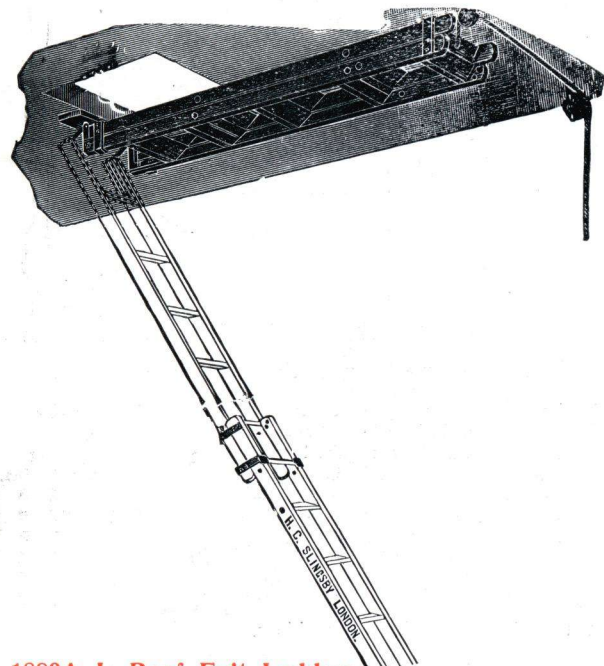
| No.  | Height<br>Feet |
|------|----------------|
| 1885 | 5              |
| 1886 | 6              |
| 1887 | 7              |
| 1888 | 8              |

Other sizes  
made to order.

**Construction.**—  
Selected timber,  
Strongly built.  
4in. dia. wheels.

**Finish.**—Varnished.

Rubber tyres, extra.



1889A-J—Roof Exit Ladders

### ROOF EXIT LADDERS

can be fixed to any outlet and in any position, and can also be adapted for other uses, such as clock winding, attending to shelves, etc.

A safe means to gain access to the roof of any building in case of **FIRE**

When not needed it is pulled up horizontally to the roof, out of the way, and can be let down instantly (as shown) by simply unwinding rope off cleat.

| No.   | Suitable for | Height<br>Floor to<br>Ceiling<br>ft. ins. | Width<br>of<br>Ladder<br>ins. |
|-------|--------------|---|-------------------------------|
| 1889A |              | 7 0                                       | 14                            |
| 1889B | " "          | 7 6                                       | 14                            |
| 1889C | " "          | 8 0                                       | 14                            |
| 1889D | " "          | 9 0                                       | 14                            |
| 1889E | " "          | 10 0                                      | 14                            |
| 1889F | " "          | 11 0                                      | 14                            |
| 1889H | " "          | 12 6                                      | 14 1/4                        |
| 1889J | " "          | 14 6                                      | 14 1/4                        |

**Construction.**—Specially selected Timber. Flat treads.

Ladder in two sections complete with Rope, Pulleys,  
Cleats and Screws ready for fixing.

**Finish.**—Varnished.

## H. C. SLINGSBY,

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LILLE

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NAVAN  
BRUSSELS

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PARIS  
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MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
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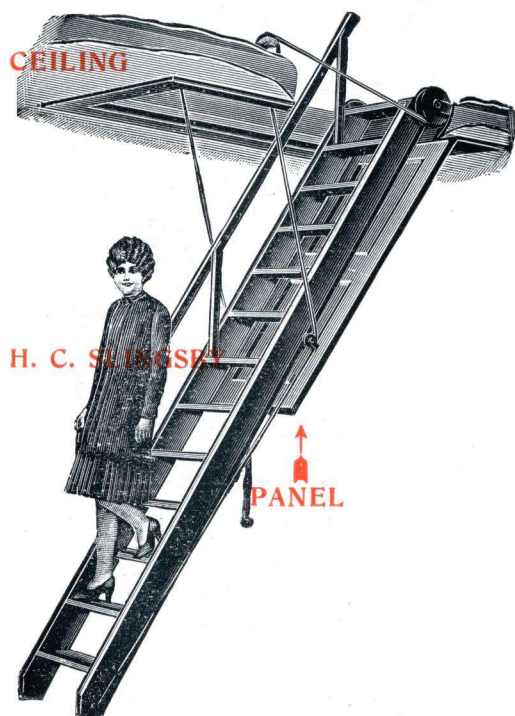


SATISFIED CUSTOMERS MAINTAIN CONTINUOUS EXHIBITS THROUGHOUT THE WORLD.

## Slingsby-Sliding-Stairways **NO TOOLS REQUIRED.**

1 FINGER OPENS IT AND MAKES IT DISAPPEAR AND CLOSE THE DOOR.

A GREAT SPACE SAVER IN AN EXPENSIVE GROUND FLOOR SHOP.



H. C. SLINGSBY

Convert your idle Attic, without changing plans or remodelling, into:—

|                      |                        |                         |
|----------------------|------------------------|-------------------------|
| Baggage Room         | Fruit Storage          | Plant, Bulb, etc., Room |
| Billiard Room        | Gymnasium              | Playroom                |
| Canary Breeding Room | Library                | Storage Room            |
| Card Room            | Maids Bedroom          | Sun Room                |
| Cedar Closet         | Model Railway Room     | Studio                  |
| Cinema               | Nursery                | Table Tennis Room       |
| Dressing Room        | Office                 | Wireless Aerial Room    |
| Factory Lavatory     | Photographic Dark Room | Workshop                |
|                      |                        | Etc.                    |

The Sliding-Stairway can easily be installed and operated in any room in a hallway or bedroom—yet not take up space. When not in use it slides up out of the way. All that you see is a neat panel in the ceiling.

It opens and closes easily. A child of school age can handle it with utmost safety. It balances itself, it can be left half open for ventilation.

If you are building a new house or desire to reach the attic of your present house, specify a Slingsby-Sliding-Stairway. It will pay for its cost many times over in convenience and the added usefulness it gives your house.

### 1889S-V—Light Sliding-Stairways

DIMENSIONS REQUIRED, SEE DIAGRAM OPPOSITE:

1. Height from floor to floor.....
2. Total thickness of ceiling.....
3. Clearance from end of opening along floor.....
4. Headroom to Rafters from Ladder end position.....
5. Length and width of opening.....
6. Clearance from end of opening to Wall.....

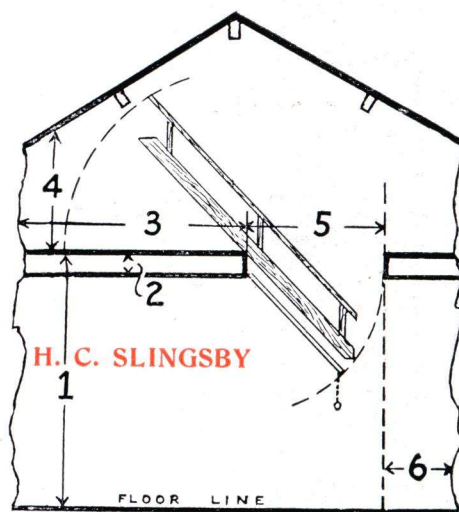


Diagram of dimensions required.

| No.    | Suitable for | Height<br>Floor to<br>Floor<br>ft. ins. | Width<br>of<br>Stairway<br>ins. | Minimum clearance<br>required from end of<br>opening along attic floor<br>ft. ins. | Minimum<br>Headroom<br>required<br>ft. ins. | Average size<br>of Finished<br>lined opening<br>ft. ins. x ft. ins. |
|--------|--------------|---|---------------------------------|--|---|---|
| 1889S  |              | 7 7                                     | 17                              | 3 8  | 2 6   | 5 6 2 0   |
| 1889SA | " "          | 8 1                                     | 17                              | 4 3  | 3 0   | 5 6 2 0   |
| 1889T  | " "          | 8 7                                     | 17                              | 4 9  | 3 6   | 5 6 2 0   |
| 1889TA | " "          | 9 1                                     | 17                              | 5 4  | 4 1   | 5 6 2 0   |
| 1889U  | " "          | 9 7                                     | 17                              | 5 5  | 4 2   | 6 0 2 0   |
| 1889V  | " "          | 10 1                                    | 17                              | 5 11   | 4 8   | 6 0 2 0   |

Above sizes are merely intended as a guide, each Stairway is built to suit your particular conditions.

**Construction.**—Specially selected Timber. Metal parts are all made of pressed Steel.

**Finish.**—Unvarnished. Banister placed on right hand side unless ordered otherwise. Oil all working parts.

Glazed Panel, extra.

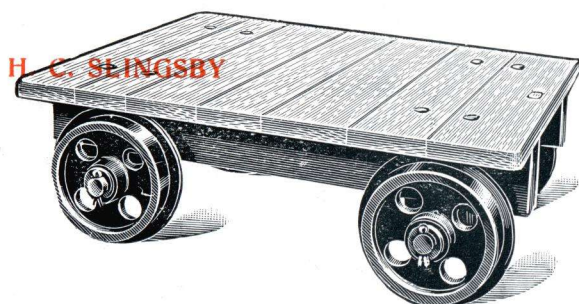
## H. C. SLINGSBY,

THE LARGEST TRUCK ESTABLISHMENT IN THE WORLD.

89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.

22 & 22BIS, RUE DE CHABROL, PARIS.

## Slingsby Trucks



**1924—Wooden Platform Truck**  
Four flanged wheels for rails.



**1925—Hand Power Rail Truck**  
Angle Steel Uprights.

A Striking Hammer can be used on Trucks 1990-0B without fear of breaking the Castors.



**1990-0B—Bench Trucks**  
Four double Ball-Bearing Castors.



**1991—Factory Dinner Truck**  
Rubber-tyred Wheels.

| No.   | Length<br>inside<br>ins. | Length<br>overall<br>ins. | Width<br>of Body<br>ins. | Height<br>overall<br>ins. | Clearance<br>between<br>Shelves<br>ins. | Dia. of<br>Wheels<br>ins. | Dia. of<br>Axles<br>ins. | Gauge<br>ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|--------------------------|---------------------------|--------------------------|---------------------------|---|---------------------------|--------------------------|---------------|----------------|---------------------|
| 1924  | —                        | 47                        | 27                       | 13                        | —                                       | 11 $\frac{1}{2}$          | 1 $\frac{1}{4}$          | 20            | 196            | 2800                |
| 1925  | —                        | 59                        | 30                       | 39                        | —                                       | 12                        | 1 $\frac{3}{8}$          | 20            | —              | 5600                |
| 1990  | —                        | 30                        | 24                       | 33                        | 10 $\frac{1}{4}$ & 10                   | 2 $\frac{1}{2}$           | —                        | —             | 110            | —                   |
| 1990A | —                        | 48                        | 24                       | 33                        | 10 & 9 $\frac{1}{2}$                    | 2 $\frac{1}{2}$           | —                        | —             | 180            | —                   |
| 1990B | —                        | 54                        | 30                       | 33                        | 9 $\frac{1}{2}$ & 9 $\frac{1}{2}$       | 2 $\frac{1}{2}$           | —                        | —             | 240            | —                   |
| 1991  | 28                       | 32 $\frac{1}{2}$          | 20                       | 28                        | —                                       | 7                         | —                        | —             | 80             | —                   |

Construction.—Hardwood, Wrought Iron, Cast Iron Wheels and Axle Boxes.  
Finish.—Wood Varnished, Iron Blacked.

## H. C. SLINGSBY,

LONDON  
DUBLIN  
LILLE

BRADFORD  
NAVAN  
BRUSSELS

LIVERPOOL  
PARIS  
BUENOS AYRES

MANCHESTER  
BOBIGNY

GLASGOW  
LYONS  
JOHANNESBURG

BELFAST  
MARSEILLES



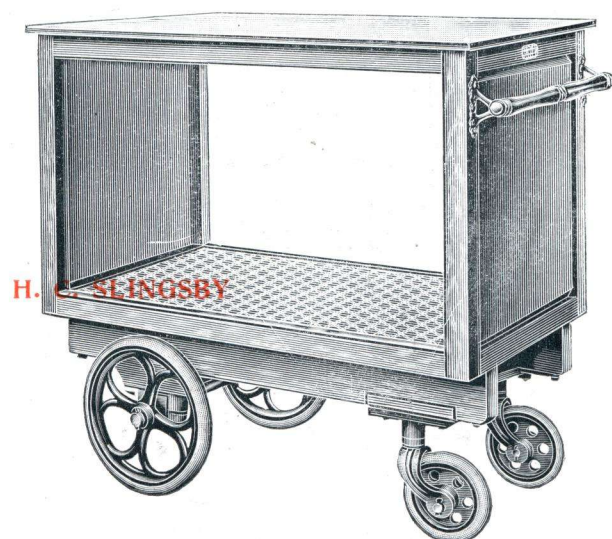
# Slingsby Trucks



**1996A—Angle Iron Dish Truck**  
Galvanized trays, 36 & 17 x 20ins.



**2001-3—Dinner Trucks**  
Rubber-tyred Wheels. Unvarnished.  
Each Tier has a let-down side for easy access.



**2009—Book Truck**  
Bottom covered with Carpet.



**2013—Oxygen Bottle Truck**  
Wired-on Rubber Tyres. Brass Caps.

| No.   | Length<br>ins. | Width<br>ins. | Height<br>ins. | Clearance<br>Space<br>ins. | Tiers | Depth of<br>trays | Dia. of<br>Wheels<br>ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|----------------|---------------|----------------|----------------------------|-------|-------------------|---------------------------|----------------|---------------------|
| 1996A | —              | —             | 36             | —                          | 3     | 4                 | 8½                        | 160            | —                   |
| 2001  | 30             | 20            | 38             | 12                         | 2     | —                 | 16 & 10                   | 76             | 112                 |
| 2002  | 36             | 22            | 38             | 12                         | 2     | —                 | 16 & 10                   | 78             | 112                 |
| 2003  | 48             | 24            | 38             | 12                         | 2     | —                 | 16 & 10                   | 98             | 112                 |
| 2009  | 45             | 25            | 40             | 21                         | —     | —                 | 12 & 6½                   | 110            | —                   |
| 2013  | 30             | 18            | —              | —                          | —     | —                 | 12 x ¾                    | —              | 3 bottles           |

**Construction.**—Hardwood, Wrought and Cast Iron, Steel Axle.  
**Finish.**—Wheels Bored, Wood Varnished, Iron Blacked.

## H. C. SLINGSBY,

FIRST INTERNATIONAL TRUCK BUILDER,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET, LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

OVER 1338 EXHIBITS IN EUROPE, ASIA, AFRICA, AUSTRALASIA AND AMERICA.

## Slingsby Trucks

Bottom Circle of Angle Iron.  
Handles are Detachable Piece of Flat Iron.  
Uprights rounded to shape of Tub.

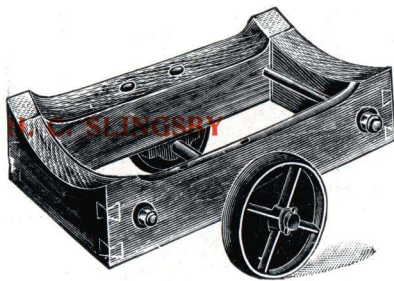


2020—Tub Truck



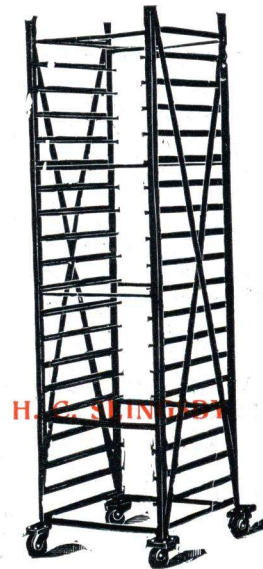
2021—Iron Cask Truck

For handling Heavy Tubs etc., upright.



2034-4B—Warp Beam Trucks

For Beams up to 18ins. diameter.



2047—Rack Truck

Four Roller Bearing Castors.  
20 Trays 22 x 21ins., extra.

| No.   | Length<br>inside<br>ins.                  | Length<br>overall<br>ins. | Width<br>inside<br>ins. | Width<br>overall<br>ins. | Height<br>ins. | Clearance<br>between<br>trays | Dia. of<br>Wheels<br>ins. | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|---|---------------------------|-------------------------|--------------------------|----------------|-------------------------------|---------------------------|----------------|---------------------|
| 2020  | —   | —                         | 21                      | —                        | 21             | —                             | 6 $\frac{1}{2}$           | 90             | 72                  |
| 2021  | 20  | —                         | 30                      | 43                       | —              | —                             | 18 & 12                   | 170            | 2000                |
| 2034  | —   | 20                        | —                       | 12                       | 12             | —                             | 8                         | 42             | 500                 |
| 2034A | as 2034 but with fixed wheel at each end. |                           |                         |                          | 12             | —                             | 8 & 4                     | 51             | 600                 |
| 2034B | as 2034 but with one fixed wheel at end.  |                           |                         |                          | 12             | —                             | 8 & 4                     | 60             | 700                 |
| 2047  | —   | 32                        | —                       | 27                       | 86             | 3 $\frac{1}{4}$               | 3                         | 172            | —                   |

Construction.—Hardwood and Wrought Iron, Steel Axle.  
Finish.—Wood Varnished, Iron Blacked.

### H. C. SLINGSBY,

LONDON  
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LILLE

BRADFORD  
NAVAN  
BRUSSELS

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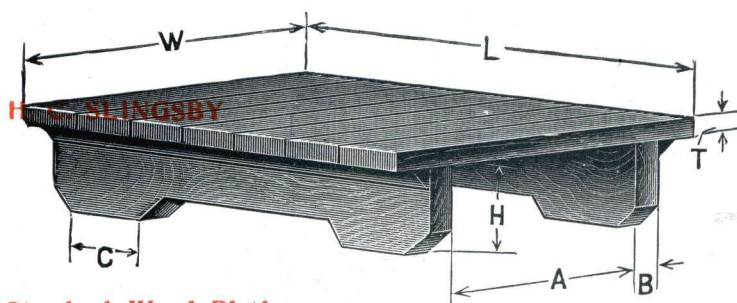
GLASGOW  
LYONS  
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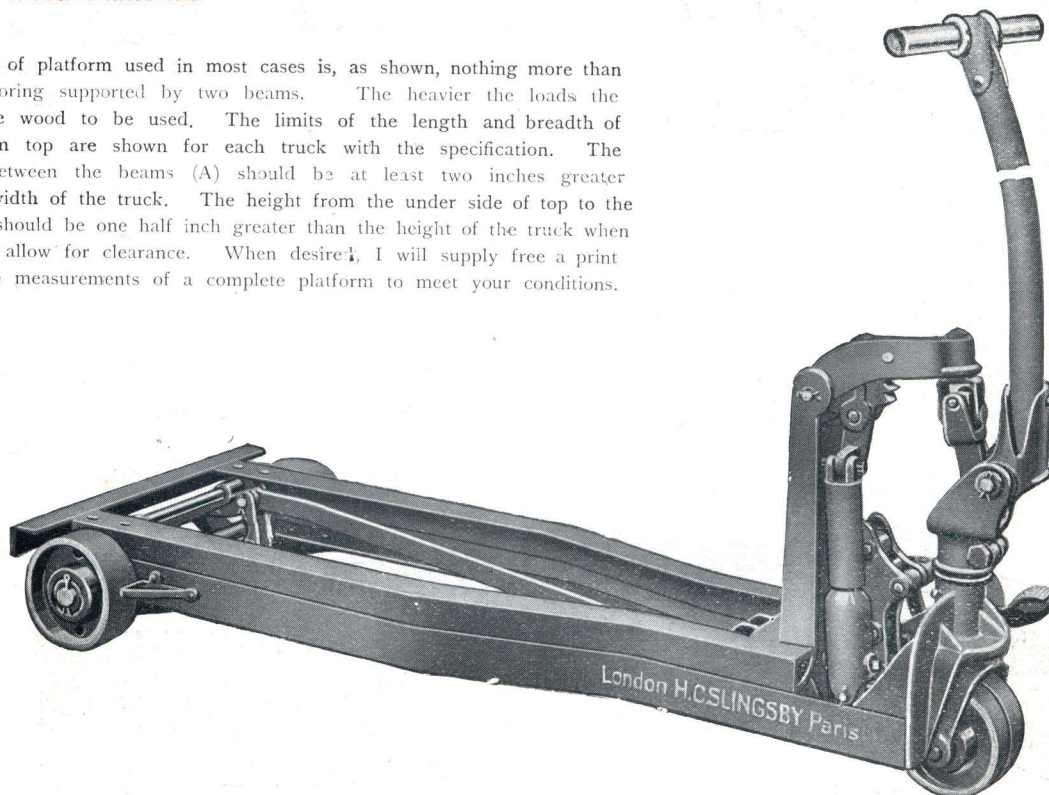
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## Slingsby-Jacklift Master Trucks



Standard Wood Platforms

The design of platform used in most cases is, as shown, nothing more than a wood flooring supported by two beams. The heavier the loads the stronger the wood to be used. The limits of the length and breadth of the platform top are shown for each truck with the specification. The distance between the beams (A) should be at least two inches greater than the width of the truck. The height from the under side of top to the floor (H) should be one half inch greater than the height of the truck when lowered, to allow for clearance. When desired, I will supply free a print showing the measurements of a complete platform to meet your conditions.



3052A-5A—Jacklift Master Trucks

| No.   | Wheel<br>Base<br>ins. | Length of<br>Carrying<br>Platform<br>ins. | Length<br>Overall<br>ins. | Width<br>Overall<br>ins. | Height<br>Lowered<br>ins. | Height<br>of Lift<br>ins. | Dia. of<br>Front<br>Wheels<br>ins. | Dia. of<br>Rear<br>Wheels<br>ins. | Truck will carry<br>Wooden Platform |               | Weight<br>lbs. | To<br>carry<br>lbs. |
|-------|-----------------------|---|---------------------------|--------------------------|---------------------------|---------------------------|------------------------------------|-----------------------------------|-------------------------------------|---------------|----------------|---------------------|
|       |                       |   |                           |                          |                           |                           |                                    |                                   | Length<br>ins.                      | Width<br>ins. |                |                     |
| 3052A | 43                    | 38  | 51                        | 24                       | 7                         | 2½                        | 6 x 1½                             | 7 x 2½                            | 38 up to 48                         | 38 up to 46   | 294            | 3,500               |
| 3053A | 53                    | 48  | 61                        | 24                       | 7                         | 2½                        | 6 x 1½                             | 7 x 2½                            | 48 up to 60                         | 38 up to 46   | 320            | 3,500               |
| 3054A | 43                    | 38  | 52                        | 24                       | 9                         | 2½                        | 7 x 1½                             | 9 x 2½                            | 38 up to 48                         | 38 up to 46   | 308            | 3,500               |
| 3055A | 53                    | 48  | 62                        | 24                       | 9                         | 2½                        | 7 x 1½                             | 9 x 2½                            | 48 up to 60                         | 38 up to 46   | 334            | 3,500               |

Hyatt Roller Bearings to wheels.

Intermediate and longer trucks can be supplied.

### H. C. SLINGSBY,

FIRST IN THE WORLD TO EXPORT TRUCKS BY AIR,  
89, 95 & 97, KINGSWAY & 71, GT. QUEEN STREET LONDON, W.C.2.  
22 & 22BIS, RUE DE CHABROL, PARIS.

ONLY THE BUYERS SATISFACTION WARRANTS CONTINUOUS EXHIBITS.

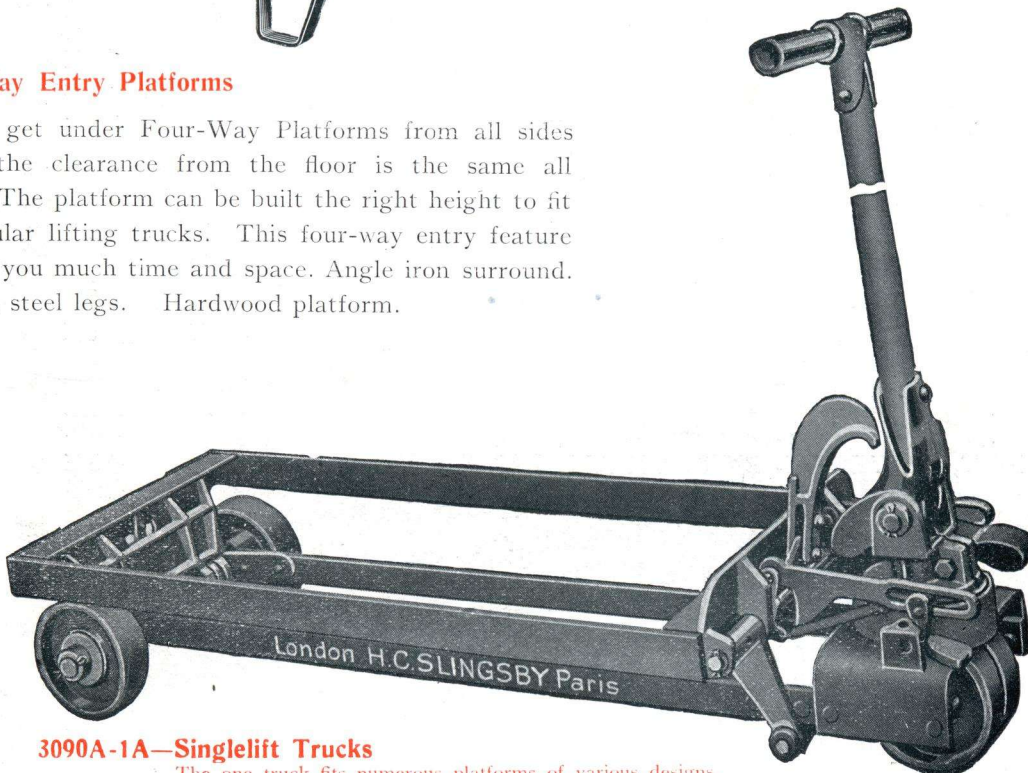
## Slingsby-Singlelift Trucks

It is not efficient to lift more than 15cwts. to a height of 2 inches with any single stroke lifting truck because too great an effort is required to do so and generally requires two men to lower the handle. Two inches is the absolute minimum that any lifting truck should lift to be practical. A lift of less than two inches is not sufficient to prevent spilled loads and stranded platforms, which cause loss of time and unnecessary labour.



### Four-Way Entry Platforms

You can get under Four-Way Platforms from all sides because the clearance from the floor is the same all round. The platform can be built the right height to fit your regular lifting trucks. This four-way entry feature will save you much time and space. Angle iron surround. Flat mild steel legs. Hardwood platform.



### 3090A-1A—Singlelift Trucks

The one truck fits numerous platforms of various designs.

| No.   | Wheel<br>Base<br>ins. | Length of<br>Carrying<br>Platform<br>ins. | Length<br>Overall<br>ins. | Width<br>Overall<br>ins. | Height<br>Lowered<br>ins. | Height<br>of Lift<br>ins. | Dia. of<br>Wheels<br>ins. | Wheel<br>Face<br>Front<br>ins. | Wheel<br>Face<br>Rear<br>ins. | Truck will carry<br>Wooden Platform<br>Length<br>ins. | Width<br>ins. | Weight<br>lbs. | To<br>carry<br>cwts |
|-------|-----------------------|---|---------------------------|--------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|-------------------------------|---|---------------|----------------|---------------------|
| 3090A | 32½                   | 28  | 41½                       | 17½                      | 6                         | 2                         | 6                         | 1½                             | 2½                            | 28 up to 38   | 27 up to 36   | 150            | 15                  |
| 3091A | 42½                   | 38  | 51½                       | 17½                      | 6                         | 2                         | 6                         | 1½                             | 2½                            | 38 up to 48   | 27 up to 36   | 160            | 15                  |

No cast iron except the wheels. Hyatt Roller Bearings to wheels.  
Intermediate and longer trucks can be supplied.

## H. C. SLINGSBY,

LONDON  
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BRUSSELS

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| SLINGSBY PLATFORM TRUCKS                        | 361 „ 497A     | 489      | 28                         |
| SLINGSBY PATENT JACKTRUCKS                      | 516 „ 540AA    | 490      | 8                          |
| SLINGSBY PORTABLE STACKERS, HAND AND ELECTRIC   | 540B „ 641     | 491      | 20                         |
| SLINGSBY PATENT ROLLA-ROCKA-LIFT TRUCKS         | 1010 „ 1016    | 442      | 12                         |
| SLINGSBY "COLLRON" PATENT SACK TRUCKS           | 1018 „ 1072    | 493      | 20                         |
| SLINGSBY HAND CARTS                             | 1073 „ 1321    | 494      | 36                         |
| SLINGSBY WHEELS & CASTORS                       | 1332A „ 1633C  | 545      | 14                         |
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| SLINGSBY MIXED TRUCKS                           | 1980 „ 2073    | 499      | 20                         |
| SLINGSBY-JACKLIFT AND SINGLELIFT LIFTING TRUCKS | 3020A „ 3230   | 500      | 24                         |
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2

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| Chemical Transport ... ..                                     | 182                    | 555      | 56                |
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★ Many Ships are "Slingsby Floating Showrooms."

The World's Greatest Liner sails the seas with 75 specimen Slingsby Trucks aboard.

NOTE.—All Slingsby specialities are the best in the World of their kind.  
This standard of excellence is carefully maintained.